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FIRST DRIVE



New Ferrari 488 Spider

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The Audi TT



Official fuel consumption figures for the TT Coupé in mpg (l/100km) from: Urban 33.2 (8.5) – 54.3 (5.2), Extra Urban 50.4 under standardised EU test conditions (Directive 93/116/EEC). This allows a direct comparison between different manufacturer models but may not. Images shown for illustration purposes only. More information is available on the Audi website at audi.co.uk and at dft.gov.uk/vca



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COVER STORY



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James Ruppert says know your rights

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The development of EVs and hybrids is a priority for Volvo



Why VW's woes put EVs into sharp relief

BELIEVE ME, I set out to write these words without mentioning Volkswagen and the diesel emissions scandal that is still grinding on. It proved to be easier said than done, however, because the car industry's key players are ramping up their commitments to electrified vehicles. While it might appear that the announcements of hybrid and electric vehicles from the likes of Volvo, Mitsubishi and Toyota (not to mention Volkswagen itself) have been prompted by the recent emissions scandal, the timing is largely coincidental.

Those companies have been hard at work on their respective projects for years, but they feel that the industry is now arriving at a tipping point where hybrids and electric vehicles can infiltrate the mainstream.

We're not sounding the death knell for non-hybrids yet; this issue features tests of sports cars from McLaren and Ferrari, both of which are evidence of the combustion engine's

effectiveness at making the hairs on the back of your neck stand up. But both car firms have hybridisation in their armaments, so it's a question of when, not if, such technology will filter down to all driver's cars.



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THIS WEEK'S TOP FIVE

REVIEW

Mini JCW

We try the manual version of Mini's 228bhp hatch



REVIEW

Peugeot 308 GTi

Does the 268bhp Pug make sense in the UK?



NEWS

Tokyo motor show

All the best news and pics from the show floor



NEWS

BMW X1

First spy shots of BMW's new plug-in hybrid



BLOG

Steve Cropley

Are Mitsubishi and Volvo blood brothers?



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THIS WEEK

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**AUTOCAR
IMAGE**



All-electric Phaeton
is tipped to enter
production in 2020

VW fights back with new electric limo

Volkswagen is set to take on the Tesla Model S with a new, all-electric Phaeton as it pursues a greener future that will include a much wider range of EVs and hybrid models



HILTON HOLLOWAY

Is VW poised to bounce back?

HAVING DAMAGED ITS environmental credentials so severely, Volkswagen's new strategy of 'greening' itself is no surprise. However, considering the rumoured 19-hour days for company management, they've done a decent job of getting out a new and clear sense of direction.

VW, which has significantly more staff on its books than Toyota, was already struggling to reduce costs without making significant job cuts. But with the state of Lower Saxony holding 20% of VW shares and the company unions in a powerful position, reducing the head count will also be difficult for the company.

Cost savings will come from the development budget and hard-pressed suppliers. But neither will remotely cover the expected costs of the firm's emissions cheat.

On the upside, it's a significant irony that VW could yet benefit from

the planned changes in pollution and fuel economy testing triggered by its own cheating.

Although the new, more real-world WLTP fuel economy test was already grinding its way through the legislative process, it now looks likely to be introduced in 2017. And both US and European authorities now say they may test diesel pollution levels in real-world rather than lab conditions.

VW is well placed to follow any market shifts as a result of the new tests. All the 2017-model MQB-based cars can accommodate 48-volt mild hybrid systems, as well as diesel engines equipped with urea injection. If low-pollution natural gas gets a boost, MQB-based cars are already designed to accommodate gas tanks under the floorpan.

VW is going to take a huge financial hit, but it has the technology to take advantage of future regulations.

Volkswagen will launch an all-electric Phaeton flagship model as part of wide-ranging changes to its future strategy in the wake of the diesel emissions scandal.

The company says the new luxury saloon, which is expected to go on sale in 2020, will be "the flagship of the brand's profile over the next decade". The car will feature "pure electric drive with long-distance capability and next-generation connectivity and assistance systems".

VW insiders say the electric Phaeton will share its platform architecture, drive system and battery technology with the upcoming Audi Q6 e-tron,

as previewed by the e-tron quattro concept at the recent Frankfurt motor show.

The newly formed VW board says it will also slash all future investments by €1 billion (£750 million) per year.

VW had previously announced that it would invest approximately €10bn per year on research and development alone.

In the immediate future, all VW diesel cars will be fitted with either selective catalytic reduction NOx traps or get urea injection to ensure that they will "only be equipped with exhaust emissions systems that use the best environmental technology".

EFFICIENCY DRIVE

Volkswagen also intends to accelerate its current efficiency programme.

New company chairman Herbert Diess said: "The Volkswagen brand is repositioning itself for the future. We are becoming more efficient, we are giving our product range and our core technologies a new focus, and we are creating room for forward-looking technologies by speeding up the efficiency programme."

"We are very aware that we can only implement these innovations for the future of the Volkswagen brand effectively if we succeed with

The VW board says it will slash future investments by £750 million per year

our efficiency programme and in giving our product range a new focus.

"We are working at top speed on these issues. The Volkswagen team has proved it stands united and is fully focused on shaping the future. We have now laid the further foundations for that."

This cost reduction programme has taken on new

urgency since VW's share price plummeted and the prospect of multi-billion-dollar fines became all too real. Indeed, recent industry reports suggest VW is also looking for a reduction in component price costs of as much as £2.2 billion over and above any costs that have been 'engineered out' of the next-generation MQB architecture. ➔



Newly appointed chairman Herbert Diess: "The Volkswagen brand is repositioning itself for the future"

Volkswagen is working on a new modular electric architecture

NEW-GENERATION MQB AND FURTHER ELECTRIFICATION

Volkswagen is working on a new modular electric architecture toolkit, dubbed MEB, which will be used across the group's brands, according to the new board.

The toolkit will be used for cars and light commercial vehicles. It will allow all vehicle and body types to be developed with either plug-in hybrid or pure electric powertrains.

VW says the MEB toolkit will allow for "particularly emotional vehicle concepts and will enable an all-electric range of 250-500km [155-310 miles]".

Hinting that it is also well on the way to developing autonomous cars, the board also said: "A new standard with regard to connectivity and driver assistance systems is to be defined."

Meanwhile, development and modification of the group's MQB platform will be accelerated, with a focus on bringing a new generation of plug-in hybrid vehicles to the market.

VW says it wants to produce hybrids that have a greater range, as well as developing new mass-market electric vehicles with a range of more than 186 miles. Alongside the new models, VW will develop a new 48-volt mild hybrid system and create more efficient petrol, diesel and compressed natural gas engines.

MK8 GOLF AND NEW MILD HYBRID SYSTEM

Perhaps the first solid evidence of VW's new strategy of greater electrification will be seen in the Mk8 version of the Golf. Insiders predict the Golf Mk8 will feature a new super-frugal



New mild hybrid system is likely to be used in the next Leon (above), as well as the Golf and Octavia

Mk8 Golf could do a real-world 60mpg in mild hybrid guise



and super-clean petrol mild hybrid powertrain. This 48V petrol hybrid system could be particularly effective in the US market, where VW's 'clean diesel' aspirations look dead in the water.

The Mk8 Golf is thought to be around a year from making its public debut, and it will arrive at the same time as facelifted versions of its VW Group sister cars, the Seat Leon and Skoda Octavia.

The initial overhaul of the MQB architecture was well under way before the diesel emissions scandal hit the company. The aim was to reduce the expense of an architecture that many analysts (and rival car makers) believe has been over-engineered for the price points of the vehicles it underpins.

Targeting a 'real-world' 60mpg, the new mild hybrid powertrain is thought to be based on the company's new turbocharged 1.0-litre three-cylinder petrol engine, with the addition of an electrically driven supercharger and a combined starter motor/generator. A low-cost lead-acid battery is used to store

recovered energy, such as when the car is braking.

Unlike a conventional hybrid transmission, which uses a full-size electric motor, these 48V mild hybrids provide assistance to the petrol engine via the oversized starter motor/generator. The belt that connects the starter motor to the engine's crank pulley is also used to assist the engine when extra power and torque are needed. The process can be reversed to allow the engine's crank pulley to turn the starter motor/generator when the car is slowing down.

This recovered energy is not used just to assist the engine. It is also used to power a small supercharger that's driven by an electric motor. By powering the blower electrically, rather than relying on engine and exhaust gas speed to drive it, it can boost the engine's

performance from very low revs. These two forms of electrical assistance allow the engine of a 48V hybrid to be significantly downsized, enabling a 1.0-litre three-pot Golf to offer brisk performance and impressive economy.

Insiders say the new 48V hybrid system should be competitive on cost with a modern EU6-rated diesel engine, because it doesn't use a full-size electric motor or an expensive lithium ion battery. This is particularly relevant now that VW has announced that expensive urea injection systems are likely to be fitted to Golf-class diesel models.

A number of automotive and component companies are meeting next month in Düsseldorf to rubber stamp the final industry-wide technical specs for these 48V hybrids.

HILTON HOLLOWAY

A low-cost lead-acid battery is used to store the recovered energy



**AUTOCAR
IMAGE**

Defeat device did affect EU tests, says VW UK boss

VOLKSWAGEN UK BOSS Paul Willis has admitted his company's so-called 'defeat device' did affect the results of emissions tests in Europe.

Previously, VW had only confirmed that the software-based emissions cheat was present on some vehicles in Europe. It had not outlined whether the defeat device was active during the NEDC emissions test used across the EU.

However, when asked during a 45-minute grilling from MPs on the transport select committee if the defeat device had been used during type approval testing for the UK, Willis said: "We mishandled the situation in so far as our engines behaved differently within the testing regime to the real world. That's why we need to fix the cars, that's why we need to get the customers in, and that's why we need to put the cars right. We mishandled the situation, without a shadow of a doubt."

"It seems that in the test regime, the engine behaved differently to the real-world situation via software. The software affected the flow of gas to the engine, which reduced the NOx."

Willis confirmed

remedial work on affected cars would begin next January, focusing initially on software fixes for the 2.0-litre version of the EA189 diesel engine. Of the 1.2 million affected cars in the UK, Willis said 400,000 – believed to be those with the 1.6-litre version of the EA189 engine – would need additional corrective work beyond a software upgrade, including new fuel injectors. Reports have suggested the technical solution may not be in place for 12 months.

Although details of the technical fixes remain limited, Willis said customers should notice no difference in fuel economy. "Our engineers are working to the brief that there cannot be any change in miles per gallon," he said.

Meanwhile, former Skoda boss Winfried Vahland, who was put in charge of the VW brand in America in the wake of the scandal, resigned two weeks after taking the job. No reason was given, but VW claimed it was unrelated to the emissions scandal.

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To find out if your vehicle is affected, visit: volkswagen.co.uk or volkswagen-vans.co.uk

In the meantime please rest assured that all our vehicles are safe and roadworthy and that we'll continue to do everything we can to win back your trust.



**VW
scandal
latest**

Volkswagen will start to fix the affected cars next January

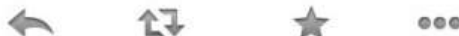


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A smaller battery pack means the new Prius has more space inside



New Prius promises big gains

Improved efficiency and better packaging for Toyota's fourth-gen hybrid; on sale early next year

Toyota is claiming to have made the biggest technological step in the Prius hybrid's history with the latest generation of the car, which features what's said to be the world's most thermally efficient petrol engine.

According to the specifications, which have been revealed ahead of the car's domestic-market debut at the Tokyo motor show later this month, the new model appears set to bring efficiency gains of around 18%.

A heavily reworked version of the Prius's powertrain mixes an outstandingly thermally efficient 97bhp 1.8-litre petrol engine with a 71bhp electric motor and a more compact nickel-metal hydride battery pack. The Japanese firm has not yet issued any European emissions or fuel economy data, but if its claimed efficiency gains are applied to

the current car's NEDC test results, the new Prius could emit as little as 73g/km of CO₂ and return more than 85mpg on the combined cycle.

The latest version of the Toyota 1.8-litre engine gets a revised coolant system that reduces its flow to enable faster warm-up, new piston and air intake port designs and improved exhaust gas recirculation. Toyota claims there's a 20% reduction in mechanical losses through friction compared with the outgoing Prius's motor and that the new unit's overall thermal efficiency is 40%, or around 15% higher than is typical on a petrol engine.

The Prius's braking system has also been revised, with a new regenerative set-up that incorporates a hydraulic booster to reduce noise and give a more natural pedal feel.

The reduced size of the

battery pack also helps the Prius's packaging. Despite switching to Toyota's all-new Toyota New Global Architecture (TNGA) platform, the new car has the same wheelbase as the old model but is 60mm longer overall. The auxiliary battery moves to under the bonnet and the hybrid battery pack is now sited below the rear seats. That frees up boot space, increasing the capacity from the existing car's 445 litres to 502 litres.

Toyota has yet to issue UK specifications or prices for the new Prius, which is due on sale early next year. Its pricing is expected to stay broadly in line with that of the current car, with a starting figure of around £22,000. A successor to the existing plug-in Prius – which could dip below 40g/km of CO₂ – will follow before the end of next year.

JOHN McILROY



JOHN McILROY

Will the claims be backed up?

TOYOTA'S TIMING FOR announcing the new Prius's gains could scarcely be better. With diesel in the dock, it's the perfect moment to claim efficiency improvements for the latest petrol hybrid of 18%. That's just an overall figure, too; we wouldn't be surprised if the Prius actually beats that when it takes the EU's NEDC economy and emissions test.

Opportunism aside, that does represent a major step – enough, Toyota will hope, to not only satisfy existing Prius devotees (more than five million sold across all bodystyles, and

counting) but also attract new customers to the fold. On that second point, one suspects the extra torsional rigidity of the body and the dynamic capabilities of the TNGA platform will be just as important as the green credentials.

Even so, some manufacturers regard 75g/km as the 'well-to-wheel' CO₂ output of fully electric cars plugged in on continental Europe. If Toyota has managed to match or surpass that figure with a car that's still fundamentally powered by a combustion engine, it's a remarkable feat indeed.

How the Prius's CO₂ output has dropped

Mk1 (2000-2004)



120g/km

Mk2 (2004-2009)



104g/km

Mk3 (2009-present)



89g/km

Mk3 plug-in (2012)



49g/km

Mk4 (2016)



73g/km (est)

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Official fuel economy figures for the Infiniti Q50 range in mpg (l/100 km): urban 29.4 to 51.4 (5.5 to 9.6), extra urban 53.3 to 76.3 (3.7 to 5.3), combined 41.5 to 65.7 (4.3 to 6.8). CO₂ emission: 114 to 159 g/km. Official EU Test Figures. For comparison purposes only. Real world figures may differ.

Volvo plans to have a pure electric car on sale by 2019

Volvo targets Tesla with EV tech

Swedish car maker plans comprehensive plug-in hybrid and all-electric line-up with two new platforms

Volvo says it will launch a plug-in hybrid version of every model in its range over the next five years or so, saying it believes the financial case for plug-in hybrids "is now almost positive". The historic move follows improvements in battery technology, falling costs and wider public acceptance of electric cars.

In the latest direct challenge to Tesla, Volvo says it intends to have its own mid-size pure electric car, with a range of around 500km (300 miles), on the market by 2019. It won't say whether the vehicle will be a saloon or an SUV, but the latter is more likely.

"The time has come for electric cars to cease being a niche technology and enter the mainstream," said Volvo president and CEO Håkan Samuelsson. "We are confident that in two years, 10% of Volvo's global sales will be electrified cars."

The programme will start with the introduction of PHEV versions of Volvo's larger cars, the 60 and 90-series models that already utilise the firm's new Scalable Platform Architecture (SPA),



Samuelsson: "EVs aren't niche"

which it shares with Geely and was designed from the outset for electrification. The first of these models, the all-wheel-drive XC90 T8 Twin Engine, has already been launched in Sweden and will come to the UK next January.

The T8, claimed to be "one

of the cleanest and most powerful SUVs on the market", delivers over 407bhp and has a pure electric range around 25 miles. According to current statutory test cycles, it emits 49g/km of CO₂ and returns well over 100mpg combined.

There will also be a plug-in version of the upcoming S90 large saloon. Additionally, the company is planning a front-wheel-drive plug-in hybrid powertrain, so PHEVs that don't need four-wheel drive need not have the complexity and weight disadvantages it brings. Later, an "entirely new" range of 40-series Volvos, using the

second Geely-Volvo platform, called Compact Modular Architecture (CMA), which was designed from scratch for electrification, will hit the market, all offering PHEV versions (see right).

R&D chief Peter Mertens says Volvo has learned a lot about battery management in the 49 years it has been working on electrification and knows how to deliver the best range per kilowatt hour in the industry. He said the company now believes plug-in hybrid cars "offer customers the best combination of efficiency, range and convenience".

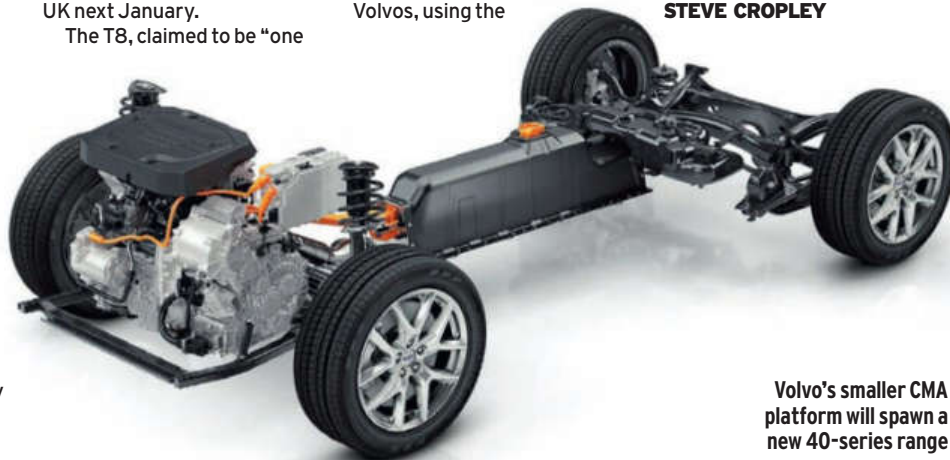
STEVE CROPLEY

Small Volvos due

VOLVO IS PLANNING a family of small cars for sectors in which it has never competed before. The move is a result of the flexibility of the CMA platform, which has been designed in Gothenburg and will be shared with Chinese owner Geely.

CMA, which will come on stream from 2017, is part of Volvo's plan to raise its sales to 800,000 cars a year by 2020 and replace every model in its range over the next four years. R&D boss Peter Mertens says CMA's flexibility will allow the company to offer buyers "the same premium engineering benefits as owners of larger cars".

The first model is expected to be an XC40 crossover. Technology shared between the new large and small platforms will take the company closer to its goal of no deaths or injuries in its new cars by 2020.



Volvo's smaller CMA platform will spawn a new 40-series range

MITSUBISHI EYES AUTONOMY

Mitsubishi's future driving assistance technology is set to be showcased in the Emirai 3 xDas concept at the Tokyo show. The cabin features laminated and bonded LCD displays and all functions can be controlled via hand gestures.



AUTO FOR DIESEL FOCUS ST

Ford's Focus ST diesel will be available with the option of a new six-speed automatic gearbox from early next year. A six-speed manual 'box is standard in the 182bhp hot hatch, which is powered by a 2.0-litre diesel engine.





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Official fuel consumption for the all-new Volvo XC90 in MPG (l/100km) ranges from: Urban 28.8 (9.8) – 45.6 (6.2), Extra Urban 40.4 (7.9) – 52.3 (5.4), Combined 35.3 (8.0) – 134.5 (2.1). CO₂ Emissions range from 186 – 49g/km. MPG figures are obtained from laboratory testing intended for comparisons between vehicles and may not reflect real driving results.

Teaser shot hints at how Yamaha's sports car concept will look



Yamaha plots sports car

New '4Wheeler' concept set for Tokyo show reveal; Gordon Murray input likely

Yamaha will launch a new sports car at the forthcoming Tokyo motor show – and it could well have input from McLaren F1 designer Gordon Murray.

The Japanese motorcycle manufacturer has released a single teaser image for its Tokyo concept, stating that its line-up of two-wheelers will be joined by "an automobile". The blurred side-on image of the car – labelled 4Wheeler by unconfirmed sources – shows a dramatic, low profile, a sign that Yamaha is considering a sports car as it prepares to enter a new market.

The 4Wheeler follows Yamaha's 2013 Tokyo show concept, the Motiv, which used Surrey-based engineering and design consultant Gordon

Murray's innovative iStream car manufacturing process to underpin a rival for the two-seat Smart Fortwo. However, Yamaha's general manager of innovation, Masato Suzuki, confirmed at the time that different bodystyles were possible, while Murray said a convertible and a sports car could be spun off the technology. Sketches of both vehicles were present in a video shown during the Motiv's presentation two years ago, although Yamaha officials made no reference to them. There has been no confirmation yet that Murray has been involved with the 4Wheeler.

Yamaha's new sports car could mix electric power with a petrol engine drawn from the company's motorcycle or



Motiv city car was shown in 2013

snowmobile ranges. The original Motiv was shown with 1.0-litre three-cylinder petrol engine and as a pure EV. Yamaha may decide to mix the two technologies in order to provide strong acceleration without compromising the iStream construction's lightweight composition.

"The manufacturing system allows for a longer vehicle, a wider vehicle and many other modifications without

significant additional costs," Suzuki said of the Motiv in 2013. "The first step is to consider if the reaction is positive enough to put the car into production, but it is my hope and goal that it will be. I am pushing hard for that. After that decision is made, we must consider the bodystyles.

"We would not enter the car market to build a car in the same way as everyone else. Yamaha does not think like that, and nor does Murray.

"The time is right for us to take mobilisation onto four wheels," added Suzuki. "Everything is under consideration at present. We see an opportunity for us in many different markets around the world."

JOHN McILROY

Confidential

JAGUAR LAND ROVER (JLR) sales and profits slipped in the first quarter of the new financial year, according to figures released by the company. Between April and June, Land Rover sales were up by just 0.8% and Jaguar slipped 7.4%. The biggest problem for JLR was a 33% drop in sales in China, where the economy is slowing and buyers are driving a harder bargain. In the UK, sales were up by more than 20%, with Range Rover sales leaping 36% and those of the Range Rover Sport 27%.



BY VALUE, 20% of the passenger car imports into the EU come from the US, according to new figures from ACEA, the European automobile manufacturers' association. A total of 19% come from Japan, 18% from Turkey and 17% from South Korea. The next highest in the table is South Africa, with 5% by value.

RENAULT KADJAR RS and Captur RS models are increasingly likely to reach production, according to Renaultsport boss Patrice Ratti. Insiders had previously suggested that senior management were concerned such cars could damage Renaultsport's reputation. However, Ratti said: "Nothing is decided, but it is clear the market for fast SUVs is growing everywhere. We are looking at every possibility. We are studying the market closely and will make a decision based on that."

TOYOTA WANTS TO sell 30,000 hydrogen fuel cell vehicles by 2020, including buses that will be launched in Tokyo in 2017. It wants 100 fuel cell buses on the roads by the time of the 2020 Olympics. The company also plans to raise annual hybrid sales to around 1.5 million per year, or 13% of volume, as well as reducing the average CO₂ output of its 2020 vehicle fleet by 22% compared with 2010 levels.

Supercharged Nomad gets 290bhp

THE ARIEL NOMAD has received a power boost in the form of a new supercharged engine.

The upgrade raises the outputs of the Nomad's 2.4-litre Honda petrol engine from 235bhp and 221lb ft to 290bhp and 251lb ft.

The extra power means the Nomad – which weighs just 670kg – can now reach 60mph in 3.4sec and 100mph in 7.4sec. Top speed remains the same at 125mph.

Pitched as an all-terrain alternative to Ariel's road-going Atom sports car, the Nomad features larger wheels and tyres, extra rollover protection,

long-travel suspension and chassis modifications to allow it to cope with off-road use. Ariel says the supercharged Nomad will command a premium of around £6000 over the £30,000 standard car.

Customers who have already ordered a Nomad will have the option of upgrading to the supercharged model. The waiting time is currently between nine and 12 months.

Ariel has delivered two examples of the Nomad to customers since it went on sale, with another two imminent. The company has the capacity to make 50 to 60 Nomads per year.



Supercharged Nomad can hit 100mph from rest in just 7.4sec

Hardcore F12 packs 770bhp punch

Limited-edition Ferrari F12tdf gets a power boost, more downforce and four-wheel steering



Ferrari has revealed the F12tdf, a hardcore version of the F12 Berlinetta that is just 1.3sec per lap slower around the Fiorano test track than LaFerrari. The F12tdf takes its name from the Tour de France endurance road races, which Ferrari dominated in the 1950s and 1960s.

While the F12tdf keeps the standard car's naturally

aspirated 6.3-litre V12, its outputs have been significantly upgraded. Power has been boosted from 730bhp to 770bhp at 8500rpm, while torque is up from 509lb ft to 520lb ft at 6750rpm. Ferrari says 80% of that torque is available from 2500rpm.

The upgraded engine makes the F12tdf faster than the current F12 in the 0-62mph

sprint, with a time of 2.9sec compared with the standard car's 3.1sec. Both cars have the same claimed top speed of "over 211mph".

The F12tdf has already lapped Ferrari's Fiorano test track in 1min 21sec. The regular F12 completed the lap in 1min 23sec, which is the same as the 488. LaFerrari currently holds the fastest time on the course, with a time of 1min 19.7sec.

The McLaren 675LT – the F12's biggest rival – comes with a twin-turbocharged 3.8-litre V8 producing 660bhp and 516lb ft, allowing it to match the F12tdf's 0-62mph time.

The F12tdf's combined fuel economy figure is 18.3mpg, with a CO₂ output of 360g/km. Ferrari says it has used engine modifications derived from its F1 cars to boost efficiency. The F12tdf uses a new version of the firm's dual-clutch

automatic transmission, which features shorter gear ratios.

New one-piece brake calipers – as used on LaFerrari – are said to provide "outstanding" stopping power, allowing the F12tdf to brake from 62-0mph in 30.5 metres.

Describing the F12tdf's performance as "second to none", Ferrari says the car has been conceived to be "an extremely agile and powerful car which could also be driven by less expert drivers".

The firm says the F12's "natural tendency" to oversteer has been compensated for by the use of a new four-wheel steering system. Dubbed Virtual Short Wheelbase, the system, which adjusts the rear wheels for the optimum steering angle, is said to increase high-speed stability while guaranteeing "the steering wheel response and

turn-in of a competition car".

The car's aggressive bodywork provides up to 30% more downforce than that of the F12 Berlinetta and features carbonfibre trim and a larger rear spoiler. The bodywork helps to drop the F12tdf's kerb weight by 110kg over the standard car. With various lightweight options added, the car has a dry weight of 1415kg.

Ferrari hasn't revealed a price for the F12tdf, but it's likely to cost significantly more than the F12 Berlinetta, which is priced at £240,083. Just 799 will be made, with the car's public debut scheduled for 8 November, when it is set to appear at the Mugello circuit in Italy as part of Ferrari's end-of-season event.

DARREN MOSS



Carbonfibre trim helps reduce kerb weight by 110kg over the F12

WORKING PONDERS OPEN 675LT

A McLaren 675LT Spider is being considered for production next year. It is likely to receive a hard-top folding roof and be powered by the same twin-turbocharged 3.8-litre V8 engine as the coupé, with 666bhp and 526lb ft.



McLAREN'S CAN-AM TRIBUTE

McLaren has created the 650S Can-Am to celebrate the 50th anniversary of the Can-Am racing series. The cosmetically enhanced model is available to order now from £255,850. Just 50 examples – all Spiders – will be produced.



Ferrari 488 Spider first drive p34

OFFICIAL PICTURES



JIM HOLDER

Benefits of four-wheel steer

FOUR-WHEEL STEERING is nothing new but it is being mentioned with increasing regularity among performance car engineers, from the team developing the next-generation Renaultsport Mégane to this ultimate version of the Ferrari F12 Berlinetta.

While the main focus is on the agility benefits in corners, four-wheel steer delivers improvements at every speed. In town, the turning radius is greatly reduced, for instance, while on high-speed motorways (or more likely autobahn cruises or on race track straights in the case of the

Ferrari) it can add stability.

Those benefits kick-start a virtuous circle. More high-speed stability means a quicker steering rack can be used, opening up the possibility of more alert steering tuning. Engineers can also use softer anti-roll bars as a result of the steering's stability benefits, allowing them more room to trade between outright capability and pliancy.

The downsides are the additional complexity, cost and weight that such systems bring. But all the signs are that the advantages now far outweigh all of these.



Downforce has increased by up to 30% over the regular F12



Ferrari says the F12tdf is "extremely agile and powerful" but can also be driven by less expert drivers

Stock market listing values Ferrari at £6.5bn

FERRARI WILL BE valued at almost \$10 billion (£6.5bn) when part of the supercar manufacturer is floated on the New York Stock Exchange.

The sale – equivalent to 9% of the Italian brand – is part of a plan by parent company Fiat Chrysler Automobiles to raise crucial capital to help cut its debt and fund growth in its other brands, particularly Jeep, Alfa Romeo and Maserati.

A total of 17.2m shares in Ferrari will be offered, priced around \$50 (£32) each. Ferrari chairman Piero Ferrari keeps his 10% stake in the business and receives a payout of €280m (£208m) as part of the deal.

Despite investors having their faith in the automotive sector shaken by the recent Volkswagen Group emissions scandal, insiders have suggested the Ferrari sale may be oversubscribed by as much as 10 times the number of shares available.

Ferrari earned €389m (£288m) last year before interest and tax, on a total revenue of €2.8bn (£2.1m). It delivered a total of 7255 cars last year.

The remaining 80% stake in Ferrari will be offered to investors at the beginning of next year. The Agnelli family, the dominant shareholders in FCA, will retain their voting control of the brand.

UK CAR INDUSTRY SET TO GROW

The Society of Motor Manufacturers and Traders (SMMT) says the UK automotive industry will be producing more than two million cars per year by 2020. Annual output currently stands at around 1.5 million vehicles.



DATES FOR YOUR DIARY

Goodwood has announced its motorsport dates for next year. The Festival of Speed will run from 23-26 June and incorporate the Moving Motor Show, which allows visitors to test drive cars. The Revival takes place from 9-11 September.





Teslas get autonomous tech

Latest software update gives suitably equipped Model S saloons more scope for driving themselves

Tesla has rolled out a new level of autonomous driving on many of its Model S vehicles as part of the latest update to version 7.0 of the car's software.

The technology, which has been in testing for over a year in most markets where the Model S is sold, was made available as an over-the-air upgrade to about 60,000 Model S cars built since last September and fitted with the ultrasonic sensors and forward-facing camera required for the system to work.

Called Autopilot, it is designed primarily for motorway use, where it can switch between lanes without any direct steering input from

the driver and react to traffic flow. Tesla describes this generation of the software as "a public beta" and says recognition of traffic lights and stop signs will only come with the next update of the software. It is also recommending that drivers keep their hands on the wheel.

The system uses four data sources: ultrasonic sensors right around the vehicle, a forward-facing camera that can read most road signs, forward radar that can see through fog, rain and snow, and what Tesla describes as "high-precision digital maps" that include pooled data on the number of lanes, curvature of the roads and even car parking

Q&A TESLA MOTORS CEO ELON MUSK

When will we finally see fully autonomous Teslas on the road?

"I'm quite confident that within three years the car will be able to take you from point to point – like from home to work – without you doing anything. You could be asleep. But by that time, the regulatory approval for that will vary from jurisdiction to jurisdiction. In some areas, it could be a year away. In some, it could be several years off. But where data says that statistically it's safer to have autonomous cars, that's the point where regulators will be happy to have them."

To what extent is this first iteration of the technology autonomous?

"It's a real boon in high-traffic situations.

If you're in slow-moving gridlock traffic, turn on Autopilot and it works really well – almost to the point where you can take your hands off the wheel [with this version]. I won't say to do that, but some people may."

Can older Tesla models be updated with this technology?

"If we thought there was a reasonable way to do it, we would, but it involves a new front bumper, a new windscreen and taking the entire car apart to change the wiring harness. It is technically possible, but there's no way it would make any financial sense."



Fiat revives Tipo name for new Golf-sized hatch

FIAT HAS CONFIRMED that its upcoming C-segment hatchback will resurrect the Tipo name when it is launched next year.

The new Tipo is based on the Aegea saloon, which was revealed at the Istanbul motor show earlier this year and is set to go on sale across Europe, Asia and the Middle East from December.

It is tipped to cost as little as £11,000, establishing what some Fiat insiders believe will be a new market niche. That would dramatically undercut the price of a mainstream C-segment hatch while being more sophisticated than the budget B-segment cars made by Dacia.

The Tipo measures 4.5 metres in length and is 1.78m wide and 1.48m tall. It is designed to accommodate up to five occupants and has an overall boot capacity of 510 litres. Both hatchback and estate variants of the car will be offered in the UK.

It will come with a choice of four engines: two Multijet 2 diesels and two petrols, with power ratings of between 94bhp and 118bhp. Fiat claims they are capable of as much as 70.6mpg, which is on a par with the likes of the smaller Panda model.

The Tipo will be equipped as standard with Fiat's Uconnect infotainment system, with a 5.0in colour

touchscreen, Bluetooth, USB and aux inputs and steering wheel controls. It is also available with an optional TomTom satellite navigation

system and a rear parking camera. The car will be built at Fiat's plant in Bursa, Turkey, alongside the Qubo and Doblo.

The original Tipo – a notably spacious hatchback with distinctive, industrial styling – was launched in 1988 to some success.



New Tipo hatchback and estate will be based on the Aegea saloon (above), which made its debut in May

'We think of it as a public beta, so we want people to be careful at first'

facilities, all supplied by existing Model S usage.

Tesla boss Elon Musk said Tesla's connected network of vehicles would allow it to improve and develop the system rapidly. "We still think of this as a public beta," he said, "so we want people to be quite careful with it at first. But it learns over time. The network of vehicles is constantly learning, and as we release the software and more people enable Autopilot, the information about how to drive is uploaded to the network. Each driver is, in effect, an expert trainer in how the Autopilot should work."

Musk emphasised that drivers will still be liable for any accidents that are caused by a Model S travelling with Autopilot and he added that users should "exercise caution at this early stage".

He said: "It should not hit pedestrians, hopefully. It does sense pedestrians. It can see

them. It can also see cyclists, so it should brake before hitting them. It should handle them well. But the instructions say to pay attention to the surroundings and be ready to take the wheel at any time."

Version 7.0 of the software will also add side collision avoidance to the Model S. The steering wheel will have extra resistance if the driver is trying to move across into another vehicle.

The over-the-air update started in North America on 15 October and was expected to take a few days to complete across the fleet of vehicles. Tesla says it is waiting on regulatory approval to install the patch to cars in Europe and Asia, but it expects to secure this within the next week.

The Autopilot feature will be a cost upgrade (a \$2500 one-time charge in the US) and it will also be available on the upcoming Model X SUV.

JOHN MCILROY



Autopilot is aimed primarily at motorway use and does lane changes

SPY SHOT BMW X2



X2 dons sporty look

THE BMW X2 is being readied for a March debut in thinly disguised concept form before going on sale in the second half of next year.

BMW officials have already confirmed to Autocar that the X2 will follow the larger X4 and X6 in receiving a uniquely styled steel body. Underneath, it will be based on the same platform as the X1.

The first prototype seen testing (above) reveals the X2 will be significantly longer and wider than the X1, with a shorter rear overhang and high-set bonnet. The extreme angle of the tailgate is designed to give the X2 a more coupé-like silhouette, differentiating it from the more practical X1.

The X2 will be previewed by a concept car at the Geneva motor show in March next year.

Tester's Notes

Matt Prior



Quality of air in cities is affected by diesel emissions

Last month, more people bought diesel cars (or, rather more accurately, more diesel cars were registered) than in any previous September.

Okay, they made up a slightly smaller proportion of new car sales than usual, but that's not surprising. Firstly, because there's a natural trend towards ever more efficient petrol engines and alternative fuels, and secondly, because some diesels have been getting a tough time of it recently. I don't know. You might have heard.

Anyway, still encompassing nearly half of all new car sales, diesel is not really going anywhere. And in towns, lots of diesel cars not going anywhere is precisely the problem.

Diesels have been made popular because they will often emit less CO₂ than a petrol equivalent – which is better for not warming the planet – but they're worse for you if you live in an urban area, because they upset the local air quality by putting out more mono-nitrogen oxides and particulates.

Diesels are worse if you live in an urban area, because they upset the local air quality

What's good (or less bad) for Arctic tundra is bad for Mrs Miggins of Kilburn High Road, and vice versa.

As far as I can tell, there isn't a solution that is good for both of those groups, except to stop driving completely (which is a luxury most of us cannot afford), or at least in towns, which is more compelling but often not particularly practical.

Towns and cities struggling to meet their own air quality targets can limit the number, or types, of cars that are allowed in – perhaps by charging those who want to. But although that'll

please the local air sensors, it won't please local businesses. Nor does it actually help if it sends people to out-of-town retail parks instead. It results in precisely the same amount of emissions, just spread over a wider area and to the detriment of small businesses.

The mayor of London has suggested there should be another vehicle scrappage scheme to reduce tailpipe emissions. I'm not sure about that, either.

Manufacturers like scrappage schemes because they mean they shift new metal, which is what they're in the primary business of doing. But although what comes out of the tailpipe of a new car contains fewer harmful emissions than an old one, the benefit is paid for with the increased emissions and energy consumption of making the car in the first place: in mines where iron and aluminium are sourced, in steel plants where metal is recycled, in oil wells and in plastics and paint factories. In terms of minimising overall environmental impact, there must be an optimum time to replace a car, but finding it is not the aim of these schemes.

Yes, local air quality improves and, on paper, things seem tickety-boo. But all you've really done is cheated the system to made it look like the problem has gone away when it has actually just gone elsewhere. Which is a not unfamiliar scenario at the moment, no?



Scrappage schemes clean up tailpipe emissions, but there is a cost

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Yaris Hybrid Icon 5 door 1.5 VVT-i Auto. Official Fuel Consumption Figures in mpg (l/100km): Urban 91.1 (3.1), Extra Urban 85.6 (3.3), Combined 85.6 (3.3). CO₂ Emissions 75g/km. The mpg & CO₂ figures quoted are sourced from official EU regulated test results. These are provided for comparability purposes and may not reflect your actual driving experience. Model shown is Yaris Hybrid Icon 5 door 1.5 VVT-i Auto at £16,195. Price excludes Pure White paint at £250. Prices correct at time of going to press/print. *0% APR Representative available on new retail orders of Yaris (excluding Active Grade) when ordered between 1st October and 17th December 2015 and registered and financed through Toyota Financial Services by 31st March 2016 on a 42 month AccessToyota (PCP) plan with 0-32% deposit. ^Payment shown is based on a 42 month AccessToyota contract with £2,301.50 customer deposit, £900 Finance

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A Week In Cars

Steve Cropley

New 570S is the cheapest McLaren but one of the best



MONDAY

Call me cheap, but if I were choosing a McLaren with money no object, I'd go for the new 'affordable' 570S, eloquently described on p26. My motivation wouldn't just be the five-star verdict, or even that this is plainly the best-value McLaren going. I'm fascinated by this young company's steep trajectory of improvement. The 570S strikes me (to borrow F1 jargon) as Woking's most complete package yet.

Another achievement, obvious when I joined CEO Mike Flewitt at a Pure McLaren track day at Silverstone (see p52), is that a formerly austere company has become warm, welcoming and sociable. Success in the fast car business is today based on selling great days, not just great cars, and McLaren is now a master at this.

TUESDAY AM

To the International Automotive Summit in central London, staged by Britain's car manufacturers' club, the Society of Motor Manufacturers and Traders. It occupied a mere half a day, probably because the organisers reckoned the VW scandal would overtake everything, although it didn't.

Our legislators claim to love the car industry and would like you to think they did all the hard work

Truly shameful was the non-appearance of anything resembling a politician, probably for the same reason. At other times, our legislators claim to love the British car industry and would quite like you to think they did all the hard work. Fair-weather friendships? They wrote the book.

And another thing...

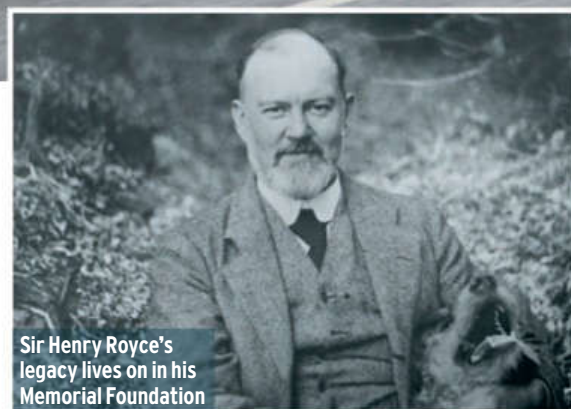
My recent whinge about Toyota calling its hybrid Auris "the hybrid you don't have to plug in" has been kicked into touch by reader Mike Spencer, who points out that many hybrid-minded city dwellers don't have drives on which to park cars and charge them. This Auris is right for them.



TUESDAY PM

Fascinating dinner in Northants with members of the Sir Henry Royce Memorial Foundation, a body dedicated to the memory of an engineer so eminent that when he died, The Daily Telegraph dubbed him "one of the best-known people in Britain". Royce described himself as a mechanic, but his dedication to engineering quality was total, as cars bearing his name still show.

I've a feeling Royce would be proud of the way his legacy is maintained. With its associate, the Rolls-Royce Enthusiasts' Club, the foundation keeps records of all Royces going back to the early 1900s. It has a wonderful collection of artefacts – from blueprints to whole cars – and deploys funds



Sir Henry Royce's legacy lives on in his Memorial Foundation

to aid the cause of engineering via lectures, scholarships and school visits. It's a vigorous organisation, but it needs new blood, a fact it asks me to bring to your attention. To join a wonderful car-based enterprise with a laudable mission, visit henryroyce.org.uk.

WEDNESDAY

Took a day trip to the Geely (formerly Volvo) design studio in Barcelona, to hear about the new TX5 London taxi, penned there because Geely owns London Taxi Co. A tale I liked, recounted by design boss Peter Horbury, concerns Geely's owner and president, Li Shufu. President Li understands the power of famous brands, and when shopping years ago for an iconic British brand he found two available. "I bought the taxi

company," he says, "because Rolls-Royce was a little pricey..."

THURSDAY

To Volvo's HQ in Gothenburg to hear plans for plug-in versions of every model plus a Tesla-chasing electric saloon (see p17) for 2019. What appealed was Volvo's independent outlook, restored against expectations by its Chinese owners. The Volvo culture seems oddly close to that of Mitsubishi, explained to me last week. The companies are different in most ways except that they share a non-conformist outlook, a streak of independence and a love of plug-ins. I've a feeling we should be looking to companies such as these for boldness, rather than the constrained premium brands or sluggardly mainstreamers.

steve.cropley@autocar.co.uk

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McLaren 570S Coupé

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How many exclusive new sports cars has your typical car company released since 2011? Not all that many is my bet, but your typical sports car company isn't McLaren.

Not that this is necessarily an entirely positive phenomenon. The reason the 2011 MP4-12C became just the 12C and then, in effect, morphed into the 650S – whose software McLaren offered as a free upgrade to earlier customers – is because it wanted to right wrongs in the earlier cars.

This is a young company growing up fast and in public, which is never easy, looking over at its former self and thinking: “Good grief, did I really used to wear that shirt?” while trying to develop the world's fastest hypercar.

The firm has also been developing a third tier – an entry-level one – to

what is now, in effect, a complete range. The 650S and 675LT – more on which in a moment – are from McLaren's Super Series. The P1, whose production run is nearly done, remains the Ultimate Series. And this, the 570S, is the first model in the new Sports Series.

It's curious that McLaren doesn't use the word ‘supercar’ to describe the 570S. It's merely a sports car, it says, of a carbonfibre-tubbed, mid-engined car with 562bhp that can reach 60mph from rest in 3.1sec and 100mph in 6.3sec and cover the standing quarter mile in 10.9sec. Quite. Nothing supercary about that at all. Except, you know, *everything*.

Still, it gives you an idea of where McLaren is pitching the 570S – and the 540C that'll follow it. The 570S's entry price is £143,250 and, although adding £40,000 to that is as easy as idly ticking a few boxes with

It's a carbonfibre-tubbed, mid-engined car that can reach 60mph in 3.1sec and 100mph in 6.5sec

‘extended carbonfibre’ written in them, it does position the 570S below the obvious ‘supercar’ opposition, and instead into an area relatively sparsely populated: Audi R8, Porsche 911 Turbo, Aston Martin Vantage S, that sort of thing.

Usable supercars, in other words – one of the major purposes of the 570S. McLaren owners already drive their cars more frequently than Ferrari or Lamborghini owners, and the 570S is more driveable again. It has a new generation of carbonfibre tub whose sills are 80mm lower than those of the 650S, and the dihedral doors open wider, to ease entry. There's now a glovebox, more storage cubbies, an easy-open bonnet and even door pockets with covers over them – partly for security and partly so your phone doesn't career to the floor when you open the door.

I know. It's just what you wanted →



It doesn't have active aerodynamics like other McLarens, but aero efficiency is evident wherever you look outside; the main display has a clean layout and legible instruments



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MOTION & EMOTION



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◀ to know about the 570S, isn't it? That you can squeeze a set of golf clubs behind the seats? Okay, we'll move on.

The 570S is no smaller than the 650S. In fact, it's a mite longer and taller, so don't think of this as a 'baby' McLaren. It uses, ostensibly, the same kind of architecture. The three key differences between it and the 650S are that most of its body panels are aluminium, not composite, there are no fancy linked hydraulics on the suspension – it's all conventional anti-roll bars here – and there are no active aerodynamics.

The engine remains the twin-turbocharged 3.8-litre V8 with a dry sump and flat-plane crank, but 30% of its internals are new. The race is always on to reduce internal friction, thus increasing throttle response on a turbo unit. Our test car also had a sports exhaust, which

was quite loud. I SAID IT'S QUITE LOUD. In character, though, it's pure McLaren: clean and purposeful, if not intoxicating.

You'll know the cabin is by McLaren, too, if you're at all familiar with any of its other cars. The 'Iris' touchscreen now gets shortcut buttons to make it easier to navigate and the driving position is bang on. Our test car came with standard-width race seats – knowing the way to a journalist's heart, they said they knew I wouldn't need the car with the wide ones – which sit you low and upright.

The terrific steering wheel adjusts massively to wherever you want it, and the firm brake pedal, acting on carbon-ceramic discs, is positioned to suit either foot.

Ease off the brake pedal slightly and the 570S will quickly creep forward once the seven-speed

It gives back to those who are prepared to put something in. But it's far from an awkward car to drive

dual-clutch automatic gearbox is in Drive. It's a reminder that, although the 570S is a usable car, the brakes demand a firm push of the pedal. McLaren is still talking to a certain type of person. If you want an easy coupé, go and buy a Bentley; the McLaren gives back to those who are prepared to put something in.

That's not to say the McLaren is a particularly awkward car to drive. Far from it, in fact.

Around town, there's a little ripple to its suspension, but as soon as you have more than, say, 30mph on the clock, the ride – in the suspension's softest of three modes – is impeccable. There are family saloons that don't ride as well as this, which, given that it's a 1313kg (dry) sports car on 35-profile tyres, is astonishing.

The steering, moderately quick at 2.5 turns lock to lock, is absent of the nervousness that can afflict →



McLaren's logo shape is reflected in various elements of the 570S's design, including the tail-lights; details inside show the perceived quality of the assembly and trim is high

← Ferraris and is full of information and largely free from kickback. In its weight, finesse and accuracy, it's first class.

Even visibility is good. Well, it's good by modern standards. I drove a Ferrari F355 and a Honda NSX the other day for a feature (see p44), and they show how it's done if you don't care about chassis rigidity. But the McLaren's scuttle is deliberately low and the wings deliberately raised to make it easier to place.

Chuck in what is, at road speeds, an adequately responsive engine and a clean gearshift and all of this adds up to being a genuinely, terrifically rewarding road car. It's one that's easy to rub along with yet engaging at the same time.

Up the speeds and, well, I can tell you a bit, but the pictures here are deceiving. A videographer, not photographer, came with me on this

It all adds up to being a terrifically rewarding road car. It's easy to rub along with yet engaging

trip, so the still photos you see here were shot on a typical autumn day by a photographer hired by McLaren. A typical autumn day on the Algarve is dry. On our test day, a month's worth of rain fell.

Still, lapping a soaked Portimao circuit tells you a few things: that twisting the handling and powertrain modes from Normal, through Sport and to Track is rewarding (although not, in these conditions, strictly necessary), and that the 570S has decent traction, resistance to aquaplaning and surprisingly good wet-weather braking capability.

It also tells you that if you disengage the stability control and give the 570S a bootful, after some lag as the turbos spool, it pushes into oversteer and adopts an easy, relaxed, adjustable slide. McLaren reckons that, despite the

absence of a limited-slip differential (it has torque vectoring by braking instead), the 570S is equally playful in the dry. And although there's only so much you can tell in the wet, from our road testing at MIRA I know that when a car exhibits vice-free handling in diabolical conditions, it is very likely to show the same in optimum ones.

It's no surprise, then, that McLaren thinks the 570S and the aforementioned 675LT, which we've also rather fallen for, are the products with which it's happiest.

Expect the replacement for the 650S, then, to be a bit more 675-ish in its make-up, because the 570S does an awful lot that the 650S does. It and the 675LT represent the mature face of McLaren, which, after a promising adolescence, has finally come of age.

MATT PRIOR





Cabin places a notable emphasis on usability; wheel adjusts widely and visibility is good; dihedral doors open wider than a 650S's



Carbonfibre trims are available but, unlike the 650S, the body panels are aluminium



McLAREN 570S COUPE

McLaren doesn't call the 570S a supercar, but you and I would. It's ultra-fast and extremely engaging



Price	£143,250
Engine	V8, 3799cc, twin-turbo, petrol
Power	562bhp at 7400rpm
Torque	443lb ft at 5000-6500rpm
Gearbox	7-spd dual-clutch automatic
Kerb weight	1313kg (dry)
Top speed	204mph
0-60mph	3.1sec
Economy	26.6mpg
CO ₂ /tax band	249g/km, 37%

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Ferrari 488 Spider

12.10.15, Italy Drop-top version of the turbocharged 488 promises an even more hedonistic experience than the fixed-head GTB

PHOTOGRAPHY LUC LACEY



The number 458 appears frequently in the 488 Spider's press release, and with good reason. Ferrari has produced some fantastically memorable open-top V8 sports cars since it peeled back the metalwork from the 308 GTB, but the outgoing 458 Spider was a thunderous best-yet effort, and its shadow has only lengthened since we learnt that its replacement would have to come with turbochargers mated to a slightly smaller-capacity flat-plane crank V8 engine.

Maranello's concern, practically bullet-pointed in Powerpoint, is that Spider buyers may be even more sensitive to the stifling effects of turbines than the 488 GTB's audience. Open-air hedonists, Ferrari calls its devotees, and the 458's engine note and rampant drama were clearly ticked at the top of their feedback forms. I'm with them; I drove the 458 Spider all too briefly two years ago, on a still summer evening that turned to night and then day again before I finally emerged from it a happy husk, dried out and baked through by the double-heated breeze and 9000rpm undercurrent.

If the subjective chest-swelling aura of the new 3.9-litre V8 lump is in question, its objective productivity is not. The 458 was already hugely fast, and its output has been improved upon here by 100bhp – a large number, but utterly eclipsed by the 560lb ft of peak torque gleaned from forced induction and carefully metered out by a Variable Torque Management system. The drivetrain, complete with quicker-shifting, recalibrated seven-speed dual-clutch automatic gearbox, is a direct carryover from the 488 GTB; the architecture around it, though, is not.

Clearly, there's the roof. This is much the same retractable hard-top that the 458 wore, meaning it essentially peels off and backflips into a slender compartment behind your head. The operation takes 14 seconds and despite the massive windbreak effect it must briefly produce, it'll operate at speeds of up to 30mph. The requirements of its stowage mean there's no peekaboo engine porthole, although Ferrari repeats the claim that it is so lacking in extraneous bulk that a cloth alternative – the one they fitted to the F430 Spider, in other words – works out about 25kg heavier.

The weight of the new roof, however, is less significant than the impact of its removal as a load-bearing element on the car's spaceframe. Unlike its direct rival, the McLaren 650S, the 488 has no carbonfibre tub to which everything can be stuck. Instead, Ferrari has had to bolster it the old-fashioned way, with additional structural reinforcement at either end and with a reworking of the aluminium alloys used in the chassis. The latter help to save weight; the former does not, and is predominantly the reason →

35 AWARDS

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CITROËN prefers TOTAL. Model shown: C4 Cactus PureTech 82 manual Flair. OTR price £16,490 (incl. Polar White paint and Chocolate Airbump® at extra cost of £250 and £150 respectively).

Official Government Fuel Consumption Figures (litres per 100km/mpg) and CO₂ Emissions (g/km) (Range). Highest: Citroën C4 Cactus PureTech 110 S&S manual: Urban 5.8/48.7, Extra Urban 4.0/70.6, Combined 4.7/60.1, 107 CO₂. Lowest: Citroën C4 Cactus BlueHDi 100 S&S manual with 15 inch wheels: Urban 3.5/80.7, Extra Urban 3.0/94.2, Combined 3.1/91.1, 82 CO₂. MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only, and may not reflect actual on-the-road driving conditions.



← for a 50kg weight penalty versus the hard-top GTB. It's the same difference experienced by 458 Spider owners compared with the Italia.

The 488's cabin, essentially the same as that of the coupé, isn't much of a departure from its predecessor, either. The sleek dashboard remains intensely driver-focused – your attention rarely moves beyond the oversized rev counter and the manettino dial on the steering wheel. Several things have moved with the times: keyless start means the starter switch is now in effect an on/off button, while the infotainment system has become creditably functional at last, with extra processing grunt and a menu rethink. The seats, their positioning, the view out and the general milieu are all nigh on perfect. The Spider puts a lot of bodywork directly around you, but the ideal exposure to

the air is never in question. Windows up, it'll playfully ruffle the fringe; windows down, it looks doubly sensational and practically insists you drop a louche arm onto the door.

That's for later, though. Firing up the engine for the first time is too tense an event not to have your arms well inside the vehicle. Can you tell it's turbocharged? Well, the engine's huge sound may be broken-glass sharp and less afflicted by high-rev asphyxia than the California's, but there's no mistaking the sluice gate of a spooling turbine when you're under way and unshielded from it. Were you deaf, you'd still know, because the V8 is so absurdly generous at medium revs. Where the 458 was nimble and responsive at low crank speeds, its replacement is baldly rapid, surging forward as though its wheels had suddenly encountered greased paper.

It is not, though, all delivered in

The seats, their positioning, the view out and the general milieu are all nigh on perfect

one great, gassy belch. The 488's torque curve is a series of steep inclines rather than one monotonous plateau, tailored to increase with each ascending gear. The idea is to avoid a tidal swell of twist and keep your right foot and mindset fixated on the idea of building revs, as you would with a naturally aspirated V8. It's all very clever, not least in how organic it feels, and the benefit to the Spider – a model always intended to offer plenty of usability – is plainly felt in the ability to coolly dispatch slower-moving traffic and generally sidle about town very briskly.

Considering that it shares the GTB's spring rates (said by Ferrari to be equal to those of the outgoing 458 Speciale), the drop-top is a pleasure at such speeds. Increased suppleness was key to the 458 Spider's success, and it remains a defining aspect of its replacement. Ferrari's SCM 3 →



Folding hard-top stows behind the seats in 14 seconds at speeds of up to 30mph



The usability of this Ferrari is greater than ever thanks to the turbo V8's flexibility



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◀ magnetorheological damping system is enhanced with new piston rods and a quicker ECU and clearly tuned to take ride comfort advantage from the same torsional stiffness that Ferrari quotes for the coupé.

The dampers retain a bumpy-road mode, but we didn't require it in Italy – and given the state of some of the asphalt encountered along the way, that's a glowing affirmation of the car's ability to soak up serious bumps. Its undoing, much as before, is not in wheel control but in the platform's inability to completely stifle the aftershock of such impacts, with the Spider succumbing to the tell-tale shivers of stresses exiting vertically through the structure when they cannot be absorbed by a proper roof.

In truth, it's a marginal infraction, only really becoming noticeable when you make a mental comparison to the class-leading rigidity of its rival from McLaren. The 650S crops up again when considering the

Spider's performance, but here it's the similarities that bring it to mind. Like the McLaren, it is quite possible to drive the 488 enormously quickly in a barrage of short shifts, working the baritone V8 steadily through its prolific mid-section.

The incentive for proceeding beyond 6000rpm is, as promised, yet more speed. Unlike the old V8, which produced 560bhp for an instant, the new motor sustains peak power for the final 2000rpm, meaning that the Spider's acceleration barely pauses even as the revs drop between gear changes. The result is a venomous, propulsive final throe. But it lacks the climactic tenor of the air-breathing 458 and, by its very nature, never evinces the same sweaty-palmed truth that its most riveting moment must only exist at the limiter.

Fortunately, as we found with the GTB, this concern withers when faced with the sublime sense of balance, control and responsiveness

The incentive for proceeding beyond 6000rpm is yet more speed. The result is a propulsive final throe

that Ferrari has engineered into the chassis. Occasional judder aside, stripping the roof off has done little to reduce the triumphant integration of aerodynamics, driver aids, damper control and steering tune in evidence here. It is perhaps all a little tied down in Sport and Race modes (where the traction control light flutters at the stress of metering the torque), but in CT Off, with the latest Side Slip Angle Control system at its liberal best, the car is phenomenally exciting – a characteristic it pulls off without ever diluting its manageability or apparently forgiving nature.

As a result, what the Spider has sacrificed in aural and spiritual excess, it more than makes up for in the sheer exhibitionism of its beyond-limit handling. That the experience now comes with clear blue sky included will, of course, be the icing on the cake for many. An open-air hedonist? By gum, yes.

NIC CACKETT



The engine makes 660bhp at 8000rpm



The 488 now has keyless go; the smaller button switches between damper modes

FERRARI 488 SPIDER

Chassis stiffness is compromised slightly by the removal of the roof, but fast and thrilling to drive



Price	£204,400
Engine	V8, 3902cc, turbocharged, petrol
Power	660bhp at 8000rpm
Torque	560lb ft at 3000rpm
Gearbox	7-spd dual-clutch automatic
Kerb weight	1525kg
Top speed	203mph
0-62mph	3.0sec
Economy	25.0mpg (combined)
CO ₂ /tax band	260g/km, 37%

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Toyota Mirai

16.10.15, Hamburg Electric-powered four-seater is fuelled by hydrogen and destined for the UK

The Toyota Mirai is among the first hydrogen-fuelled electric cars to reach series production and be offered to customers as a regular private purchase – as opposed to a short-term lease deal, as has mostly been the case up to now.

When UK deliveries begin next month, the distinctively styled saloon will be priced at £66,000, which is some £32,605 more than the firm's Prius Plug-In Hybrid.

This appears steep, but the Mirai is among the most advanced road cars on sale right now. Toyota is also offering the Mirai on a £750-per-month lease scheme, which begins to make the vehicle an interesting proposition for those seeking a congestion charge buster and who live near one of the UK's nine hydrogen fuelling stations.

Don't expect Prius levels of market penetration, though. With production limited to just 700 cars this year, Toyota says initial UK volumes will be restricted to just 12, followed by a further 18 next year.

The starting point for the Mirai is

the Prius+. The two cars share the same platform, MacPherson strut front and double wishbone rear suspension and 2780mm wheelbase.

With exaggerated styling elements, including two large front air ducts, it certainly looks distinctive. It's fairly big, too, at 4890mm long, 1815mm wide and 1535mm tall. Without the need to package hot exhausts within the underbody, Toyota has provided the Mirai with a flat undertray, but with a drag coefficient of just 0.29, its aerodynamic efficiency isn't exceptional.

The Mirai uses a single electric motor, which delivers 152bhp and 208lb ft and is mounted transversely in the engine bay, from where it provides drive to the front wheels via a fixed-ratio gearbox.

The fuel cell stack, which uses oxygen captured from the air and hydrogen to create the electricity to power the electric motor, is mounted underneath the front seats. Housed in a titanium case and weighing just 57kg, it is claimed to possess a similar lifespan to that of a

conventional internal combustion engine, with Toyota expecting it to last for up to 300,000 miles before it requires overhauling.

A pair of carbonfibre and glassfibre tanks – one under the front seats and the other behind the rear seats – together store 122.4 litres of hydrogen, enough for a claimed range of more than 400 miles. Refilling takes three to five minutes.

Thanks to its excellent refinement and elastic power delivery, the Mirai is relaxing to drive



Under its eye-catching bodywork, the Mirai uses the same platform as the Prius+



Exterior's busy, multi-contoured look is reflected in the cabin design; it feels solidly built but is short on perceived quality, especially at this price



Mirai has a single-speed transmission and is as easy to drive as any electric car; electric motor is mounted up front and the only emission is water

A relatively small 1.6kWh nickel-metal hydride battery, used to store electrical energy recuperated on the run and produced by the fuel cell stack, also sits at the rear.

The striking exterior styling carries over to the spacious cabin, which features a modern-looking dashboard with two TFT displays – one under the windscreen housing the speedo and power display functions, and another touchscreen atop the centre console for infotainment.

The quality is similar to that of the outgoing third-generation Prius. It all feels solid, if a little cheap. With the fuel cell stack sited underneath the front seats, you sit rather high, although this affords a good view out. The long wheelbase provides plenty of rear leg room, although the car is a strict four-seater and boot space is limited to 361 litres.

Given the complexity of the technology, the Mirai is straightforward to drive. As with the latest breed of electric cars, you press the start button, draw the stubby

gearlever into Drive and set off with a nudge of the accelerator.

Progress is ultra-smooth and, apart from a faint synthetically generated whine under load, all but silent. Although the car tips the scales at 1850kg, step-off is brisk, making the Mirai well suited to city traffic. However, the performance quickly levels off, providing a claimed 0-62mph time of 9.6sec and a top speed of just 111mph.

By siting most of the heavy elements low down in its structure, the Mirai has greater agility and poise than you might expect. The steering is devoid of feedback but direct in response, and the chassis has sufficient damping control to provide progressive body movements along challenging roads. It also rides quite well. There's good small-bump absorption and it copes with larger surface irregularities with greater authority than the Prius.

With double glazing on the side windows and a device to help cancel road noise, the Mirai isolates its occupants from external sounds

well. Thanks to this excellent refinement and the elastic nature of its power delivery, it is genuinely relaxing to drive.

What it lacks is character. Like most electric cars, the Toyota is too one-dimensional to elicit any excitement. It is highly competent, no doubt, but not the sort of car you're likely to drive for the sake of it. Still, with its only emission being water, the Mirai makes a bold statement.

It is a breakthrough achievement. The Mirai delivers all the environmentally friendly advantages of a battery-powered car without the need to plug into mains power for extended periods. That said, the hydrogen infrastructure in the UK is currently limited.

As with the original Prius, the Mirai is going to appeal to both early adopters and businesses seeking to provide themselves with an eco-friendly image. But with volumes severely restricted, it will remain a rare showcase of Toyota's fuel cell technology.

GREG KABLE



TOYOTA MIRAI

Production-ready fuel cell trailblazer shows promise but is expensive and will be a rare sight



Price	£66,000
Engine	Electric motor, hydrogen fuel cell
Power	152bhp
Torque	208lb ft
Kerb weight	1850kg
Gearbox	1-spd fixed ratio
0-62mph	9.6sec
Top speed	111mph
Economy	0.76kg/62 miles (combined)
CO₂/tax band	0g/km, 5%



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ASTON TAKES CENTRE STAGE

Aspectacular tribute to Aston Martin will be the centrepiece of Classic & Sports Car – The London Show, the exciting new international motoring event at Alexandra Palace from 30 October to 1 November.

Eight of the prestige British marque's most significant models will form a special display, ranging from A3 (the oldest surviving Aston Martin in the world) to the very latest DB9GT. In between will be all the benchmark cars including 2 Litre Speed, DB MkIII, DB5, V8, DB7, and Vanquish.

With an overall theme of Best of British, the unmissable new show at the historic 19th-century 'people's palace' will not just focus on the country's most desirable marque. More than 300 of the world's most delectable classic cars will be on show and other main features will include the 10 greatest British cars ever made (including the unveiling of the overall number one selected by a global poll) and a special display of Stirling Moss' most significant British single-seaters, including Vanwall, Lotus and BRM.

There will be loads of other attractions including a wonderful automotive art gallery and

a live stage where Henry Hope-Frost will interview a host of names including Ross Brawn, Norman Dewis and many more.

Plus there will be a wealth of sideshows for all the family both inside and outside the venue, such as classic Routemaster buses to ferry visitors who arrive by public transport to the door. Or, if you travel to the show in your classic car, you can book a place in our exclusive classic car parks (full details when you book your tickets). Spaces are limited so book now!

See www.classicandsportscarshow.com for full details of the show.



THE KNOWLEDGE

WHAT IS IT?

Masterminded by *Classic & Sports Car* magazine and Haymarket Exhibitions, the event will showcase some 300-plus of the world's finest classic cars. As well as a wealth of dealer displays, there will be three central features plus a plethora of other attractions for all the family.

WHEN IS IT?

Friday 30 October to Sunday 1 November.

WHERE DOES IT TAKE PLACE?

Alexandra Palace in London. The iconic building was chosen specifically because it was an attractive and appropriate setting for so many beautiful cars.

OPENING TIMES

Friday and Saturday: 10am to 6pm
Sunday: 10am to 5pm

GETTING THERE

Alexandra Palace is easily accessible by public transport and the venue encourages people to use it. The nearest stations are Alexandra Palace on the overground network and Wood Green underground. Visitors who arrive by bus or train will be able to get a lift up the hill to the palace in a classic double decker bus. Parking is limited to 1500 spaces and, once it is full, drivers will be directed to an overflow facility off-site.

For enthusiasts driving to the show in a classic, C&SC has secured car parking solely for classics. Spaces are limited and will be offered on a first-come-first-served basis. You will be contacted when you buy your tickets to reserve your spot.

TICKET PRICES

Advance tickets: £23 plus £2 booking fee (adult); £13 plus £2 fee (concessions). On-the-door prices are £27 (adults); £17 (concessions). Children under 16 will be admitted free of charge if they are accompanied by an adult.

To claim exclusive 20% discount, book now on 08445 811275 or at www.theticketfactory.com/cscs quoting CSCSAUTC

MORE INFORMATION

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A close-up, low-angle shot of the rear of a red Ferrari sports car, focusing on the taillight and rear bumper. In the background, a yellow Ferrari sports car is parked on a paved surface, facing right. The sky is a clear, pale blue.

SPECIAL CAY

WITH THANKS TO FOSKERS FERRARI
(FOSKERS.COM, 01474 874555,
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Just how good is the barnstorming new Porsche Cayman GT4? **Matt Saunders** measures it against two past masters, the Honda NSX and Ferrari F355, to see if it has the hallmarks of an all-time great

PHOTOGRAPHY STAN PAPIOR





NSX is exquisite and precise; F355 excites but is less forgiving

The Porsche Cayman GT4 has already left an indelible mark on our motoring year. We've weighed it, measured it, done road and track miles aplenty and, five-star road test verdict later, it's by some way the best sub-£100,000 sports car we can think of. I'd say it goes into our annual Britain's Best Driver's Car test as odds-on favourite. And with that event imminent, there seems little point in lining up a couple of direct rivals and then waiting to clean the blood off the walls.

Instead, today's exercise addresses bigger questions, about exactly how far this car's greatness extends and how long it may linger in the memory. Having been the one we all want in 2015, will the GT4 still be talked about in the same way in 2025 or 2040? And should we dust off terms like 'world-beater', 'giant-killer' – 'landmark', even?

Supplying some answers means reaching back a couple of decades and finding some sporting legends of universally acknowledged, game-changing stature. Probably with pop-up headlights and cassette players, too – on the very faint chance that you're harbouring a copy of *Brothers in Arms* or *Let's Dance* on tape.

The Honda NSX is in the news right now, with its maker on the cusp of introducing its US-made successor. But hybrid motors and all, the new NSX will do exceptionally well to have a similar effect on the sports car world as the 1990 original. Pioneering aluminium construction principles, mould-breaking everyday usability, remarkable value for money and handling good enough to win back-to-back crowns in our Britain's Best Driver's Car test made the NSX an undisputed marvel of Japanese technical flair and ingenuity. The one you're looking at may be the best-kept

example in the UK. It's one of the last 3.2-litre manual examples to be registered in 2005, with just 25,000 miles under its wheels, and is owned and maintained by Honda UK.

Parts of the European car industry took a full decade to respond to the NSX. Ferrari's particular reply was much anticipated, though, Maranello's 328 and 348 both having been benchmarks for Honda. And so along came the F355 in 1994. This was the first major Ferrari developed under Luca di Montezemolo's auspices. It was arguably the start of a reputational recovery, after the low points of the 1980s, that has accelerated ceaselessly ever since, taking Ferrari to the brink of a public limited offering of shares lucrative enough to turn current boss Sergio Marchionne into the car business's equivalent of Scrooge McDuck.

The F355 is the car that ushered Ferrari into the modern era of

supercar building. It not only corrected the dynamic ills of the 348 but also brought Ferrari ownership to a broader audience, armed with power-assisted steering, adaptive damping and an F1 paddle-shift semi-automatic gearbox. Although a low-mileage, right-hand-drive, in-demand Berlinetta with a manual gearbox will now set you back more than £80,000, a left-hand-drive, late-model, less-fancied paddle-shift F355 is around £15,000 less than that. Our 41,000-mile 1997 example is currently on sale at Fosters Ferrari of Brands Hatch.

And so it happens that the £65,000 you might have spent on a Cayman GT4 (if only dealer supply permitted) would also buy you either the Honda (the latest, lowest-mileage NSX you could find, probably) or the Ferrari (provided you'd be happy with a left-hook F1). But that's by the by. What we want to know is whether



The Cayman is balletic and playful and somehow still benign enough



the Cayman GT4 feels like it'll leave as big a mark on history as either of its running mates. It's good. But it is that good?

If you want to be a sporting legend, first you must look the part: rare, special and infinitely interesting. The Honda manages that by being so distinctive and unusual, with its jet fighter-inspired cabin-forwards cockpit and its eye-catching technical details. The Ferrari is achingly pretty and incredibly tightly wrapped. With old-school flying buttresses, svelte curves and a properly wide supercar stance, it's roundly agreed to be one of the best-looking mid-engined cars the company has yet built.

For all its GT4-level additions – the spoilers, aerofoils, brakes and 20in rims – I'm not sure the Cayman quite competes with either. It looks great, but it doesn't project aura in the same way. Which may well be our relative vantage point in play, of course, because we're too familiar with a Cayman's outline. If the car were two decades older and that much rarer, perhaps we'd look at it differently. Or maybe we'll never look at a Cayman quite that way. Who knows?

The Porsche is certainly not at risk of being mechanically outgunned in this contest. That the GT4's 3.8-litre flat six trumps the NSX's 3.2-litre V6 for both power and torque is hardly surprising, given that the Honda never sought to top the super-sports car class on horsepower – even when it was new. But showing up a 3.5-litre Maranello V8 with an 8500rpm red line: now that's something.

The Cayman is patently the quickest car of the trio, pulling harder than the F355 through the middle of the rev range in spite of its relatively long gearing and going significantly harder than the NSX right across the rev band. If you didn't expect that, you're underestimating the motor industry's unrelenting rate of progress, which has made some of today's hot hatchbacks quicker, from rest to 62mph, than the F355.

Not that pace matters much here. All three feel like very fast cars, even in 2015. More important, the GT4's engine has that timeless feel of something truly extraordinary, as does the Ferrari's 40-valve V8 and – however modest its outputs may look on paper – the Honda's V6. These three engines work their magic in different ways. Each is irresistible and each demands to be given its head on a frequent basis.

Being the oldest and least powerful motor here, the NSX's V6 has ready-made excuses for failing to hold its own. Somehow, it needs none. Although it's docile and undemonstrative at low revs, the V6 is always smooth and cultured. It sounds deliciously chattery just behind your head, getting going above 4500rpm and then spinning with true urgency all the way to →



On a £65k budget, your F355 is likely to have its steering on the left and an F1 gearbox



NSX provides terrific visibility and its controls and instruments prioritise ease of use



Cayman imparts material richness and solidity inside; ergonomics are hard to fault, too

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The gearchange is an utter joy: short of throw, perfectly defined and precisely in tune with the pedals and steering wheel on control weight. And the meaty, old-school tactile feel of the long-travel accelerator pedal is striking, too. You squeeze it in a way that users of modern, by-wire accelerators may never have had to do. The irony is that the NSX's throttle is a by-wire digital component – one of the first. It's just one whose haptic feel has evidently been truly laboured over.

Proper mechanical throttle cable linkages rarely feel as perfect as the NSX's digital tribute, as the F355's soon demonstrates. Sticky at the very top of its travel, the Ferrari's pedal, like so much of the car, is honest – alive, almost, and evidently connected, directly or otherwise, to something in need of lubrication. At low speeds, it's quite easy to kangaroo. At a motorway cruise, you can drive around the problem by shifting gear or just by keeping the pedal on the move, a few tiny degrees at a time. Driving a modern car just isn't like this. It isn't half as interactive or absorbing. Or annoying, depending on your viewpoint, I guess.

Given its head, the Ferrari's V8 is incredible: brassy sounding, rich smelling and angrily tuneful as the revs rise. In its pomp, it leaves no room to focus on anything else. You revel in its fury. You regret, at times, that the F1 gearbox isn't a better match for it and doesn't feel a bit less fragile and slow. You worry, having slowed after a hard-driven few miles, as the water temperature gauge climbs towards 100deg. That doesn't happen in an NSX. As we'll go on to explain, you even spend plenty of corners contemplating the Ferrari engine's mass.

But the GT4's boxer six approaches the smoothness, user-friendliness and docility of the NSX's engine and the stellar charisma of the F355's – and that places it squarely in A-list territory for me. You can climb out of either rival, start stretching the Cayman's legs and still feel like you're in the company of combusive greatness – no question.

Were we talking about a turbocharged four or six-pot, as you'd be likely to find in many of the GT4's current rivals, perhaps that wouldn't be true. But the GT4 does response, range, aural definition and outright power quite brilliantly. Its gearchange and accelerator aren't as tactile as the Honda's, sure, but it

Ferrari's V8 is brassy sounding, rich smelling and angrily tuneful



takes a car of rare quality to shine a light on either.

Rare quality indeed. I've read and heard the NSX's handling described in varying terms. Most often, in print, that it's brilliantly tame and approachable. In conversation, oddly, that it can be edgy and tricky to control on the

limit. Never, though, that this is simply one of the best-handling road cars you're ever likely to experience – which, it seems to me, would be the most apposite description.

The car's dynamic genius doesn't show itself instantly. For the first few bumbling miles, a mix of concern and quiet dismay may present itself to the NSX's driver that any mid-engined sports car could feel so laid-back and inert. At first, the car's steering seems regrettably low geared around the straight-ahead. Its balance of grip seems okay, but you're struggling to do enough with the wheel at low speeds in order to test the tenacity of the front end.

But, mile by mile, you venture faster. And gradually, corner by hard-charged corner, you begin to get it – as the NSX carves its way ever so gracefully onwards, placed precisely where you intended it. It's how preposterously easy the car makes the business of driving at high speed, on the road, that is its gift to us. It's as plain as the spoiler on its rump.

I'll be amazed if there has ever been a more stable, secure, accurate-handling and communicative mid-engined sports car than this. The NSX's grip levels aren't huge and, yes, if you're brutish, you can make it understeer a bit. But you don't – not →

For all of their intent and purpose, these two are undemanding





Even in such exalted company, the Cayman GT4 can hold its own

The NSX is a car of such singular vision that its place in folklore is never in doubt





	¹ Honda NSX 3.2	² Porsche Cayman GT4	³ Ferrari F355 F1 Berlinetta
	Stereotype smasher is a legend, not least for its on-road handling	It can hold its head supremely high, even in this company	Exciting but perhaps not the breakthrough Ferrari it's said to be
Rating	★★★★★	★★★★★	★★★★☆
Price	£60,000, approx (2005, 25,000 miles)	£64,451	£65,000 (1997, 41,000 miles)
0-60mph	5.5sec	4.6sec	4.7sec
Top speed	170mph	183mph	183mph
Economy	22.8mpg	27.4mpg	16.0mpg
CO₂/tax band	291g/km	238g/km	395g/km
Kerb weight	1430kg	1415kg	1350kg
Engine layout	V6, 3179cc, petrol	6 cyls horizontally opposed, 3800cc, petrol	V8, 3496cc, petrol
Installation	Mid, transverse, RWD	Mid, longitudinal, RWD	Mid, longitudinal, RWD
Power	290bhp at 7100rpm	380bhp at 7400rpm	375bhp at 8250rpm
Torque	224lb ft at 5500rpm	310lb ft at 4750rpm	268lb ft at 6000rpm
Power to weight	203bhp per tonne	269bhp per tonne	278bhp per tonne
Specific output	91bhp per litre	100bhp per litre	107bhp per litre
Compression ratio	10.2:1	12.5:1	11:1
Gearbox	6-spd manual	6-spd manual	6-spd robotised manual
Length	4425mm	4438mm	4249mm
Width	1811mm	1817mm	1900mm
Height	1175mm	1266mm	1171mm
Wheelbase	2530mm	2484mm	2451mm
Fuel tank	70 litres	54 litres	82 litres
Range	351 miles	325 miles	289 miles
Boot	154 litres	150 litres (f), 275 litres (r)	220 litres
Front suspension	Double wishbones, coil springs, passive dampers, anti-roll bar	MacPherson struts, coil springs, passive dampers, adjustable anti-roll bars	Double wishbones, coil springs, adaptive dampers, anti-roll bar
Rear suspension	Double wishbones, coil springs, passive dampers, anti-roll bar	MacPherson struts, coil springs, passive dampers, adjustable anti-roll bars	Double wishbones, coil springs, adaptive dampers, anti-roll bar
Brakes	282mm ventilated discs (f), 239mm discs (r)	410mm ventilated discs (f), 390mm ventilated discs (r)	Ventilated discs (f), discs (r)
Wheels	7.5Jx17in (f), 9Jx17in (r), alloy	8.5Jx20in (f), 11Jx20in (r), forged alloy	8.5Jx18in (f), 10Jx18in (r), magnesium alloy
Tyres	215/40 ZR17 (f), 255/40 ZR17 (r), Bridgestone Potenza RE050A	245/35 ZR20 (f), 295/30 ZR20 (r), Michelin Pilot Sport Cup 2	225/40 ZR18 (f), 265/40 ZR18 (r), Bridgestone Potenza S001

← when it matters. And the reason you don't is because that slightly dialled-out steering becomes ideally geared to work at fast cross-country pace, and its perfect weight and wonderfully detailed feedback let you know exactly how much you're asking of the front contact patches – and how much more they might give.

There is absolutely no nervousness about this car. You almost never have to correct it or adjust its line mid-corner. It's configured to be fast, to inspire the utmost confidence, not just to feel that way through speed of response and hip-swivelling cornering balance. The ride is pliant, with dextrous wheel travel and progressive damper control, which is how it should be for the road. Visibility is simply phenomenal.

You can understand why we raved about it – especially if the next thing you drive is a car from the classic mid-engined mould, like the F355.

Liveliness characterises the Ferrari's handling in almost every respect. The car feels animated underneath you, ever-changing with speed and conditions and in need of judicious management at times. It isn't awe-inspiringly capable or forgiving like the NSX, but old-school, unreconstructed and ready to bite the uninitiated.

The F355's power steering is light and, like the Honda's, quite low geared. But unlike the NSX, the Ferrari's mid-corner stability soon ebbs away as you start to lean on the outside wheels. Corner hard and the car rolls – harder and more precariously than you'd imagine it could, frankly – and the steering becomes lighter still. Go a bit harder and, sure enough, the weight of that V8 engine slowly drags the rear wheels into gentle but developing oversteer. It's all perfectly telegraphed, so driving up to the

F355's limits can be great fun. But it's surprising – alarming, even – how easily approached and indeed breached those limits are.

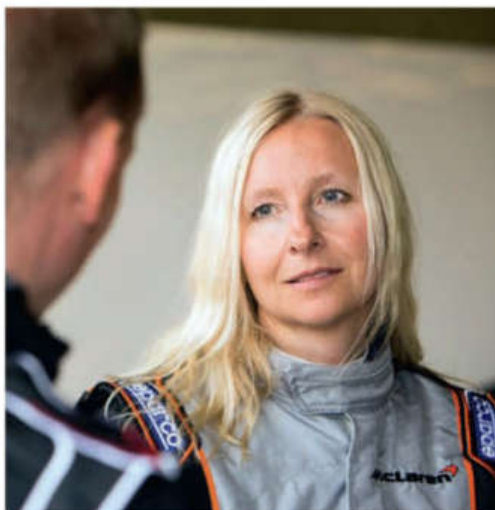
Which brings us back to our new boy. On its 20in forged rims and Michelin Pilot Sport Cup 2 tyres, the Cayman GT4 has levels of grip and responsiveness that would have staggered the creators of both the NSX and F355. Its handling is a touch more stability-biased than some of its range mates, although it is still beautifully poised and adjustable. It manages to feel hugely competent and almost foolproof, and yet as lively as the Ferrari in some ways. It's balletic and playful, and somehow still benign enough. Although it is not as devoted to one particular cause as the NSX, it's a formidable driver's car.

In 20 years, if the Cayman does make it into the sports car hall of fame, it'll be that delicate, flattering

balance of adjustability and leniency that we'll remember most fondly, I think. Nothing but a Cayman has struck it sweeter. And yet it doesn't drive away from this contest having shone the brightest, or having made the greatest impression.

The NSX is a car of such singular vision and execution that its place in our folklore can never have been in doubt. Even now, it feels like it must have been designed and developed in a vacuum – come from an entirely different place from every European mid-engined rival and predecessor, with very different priorities, each of them delivered on spectacularly well. This is a car I could own and drive for ever – were I two inches shorter and considerably richer – knowing from its every move that driving it on the road is everything it was designed to do.

The stuff of landmarks? Of legend? I'd say so. **A**



Mike Flewitt is handy with a supercar but says his wife Mia (left) has “the real ability”; all cars get a pre-track check (below)



A TRACK DAY IN THE LIFE OF...

Mike Flewitt, McLaren Automotive CEO and true car guy, is evolving the brand. **Steve Cropley** spends a day with him

PHOTOGRAPHY STAN PAPIOR

In another life, Mike Flewitt, boss of McLaren Automotive, helped to dismantle a large part of Britain's car manufacturing industry. In his previous job as Ford's vice-president of manufacturing, he came to believe making small cars in the UK would never be viable and helped to take the decision to end it. “I didn't enjoy it,” he says of terminating car manufacturing in Dagenham, “but I knew it had to happen.”

Life is different now. Flewitt loved his time at Ford – and prior stints at TWR and Rolls-Royce – but building a new family of McLarens is a better gig. Things are going well, too. Drafted in as COO halfway through 2012 to fix problems with the 12C (“a brilliant base car whose details weren't where they should be”), Flewitt became CEO after a year.

Last year McLaren Automotive sold 1649 cars (up 18%) and posted its second consecutive profit, a fine performance for a company just four years old. So far this year McLaren has launched a pair of volume-boosting Sports Series models, the 540C and 570S, and revealed a limited-edition, extra-performance 675LT (for Long Tail).

Another notable indicator of progress, though, has come from the coterie of well-heeled supercar owners who keep broadcasting how much Flewitt has done to turn austere, secretive McLaren into a customer-focused concern with an open house – which is one reason why, on a Tuesday morning, I'm in our 8000-mile 650S, heading for Silverstone.

8.00am

The mission is to meet Flewitt at one of the ‘Pure McLaren’ track days staged regularly for ➔





Telemetry and expert tuition help customers to get quicker; Mike takes Steve for a few hot laps in a 675LT (below)



← prospective customers and existing owners who want to drive better. This one is a three-day production. Flewitt came yesterday and will be here tomorrow. I'll spend the morning here and then accompany him and his wife to London to attend a dinner in the New Zealand embassy to welcome a new Auckland University project to invoke the name of Bruce McLaren to inspire young Kiwi innovators.

8.30am

Fretting about slow traffic but marvelling at the McLaren's limo-like ride. In the 650S, there's a complete disconnect between its pliant bump absorption and its near-perfect body control. The steering, hydraulically power assisted, feels more 'natural' than the unassisted system in my Lotus Elise at home. As you drive, you can feel how many engineer-hours have gone into this.

9.45am

Silverstone at last. "Are you Steve?" asks a cheerful McLaren-liveried bloke in the paddock, finding my name on his list. Another McLaren pulls alongside and its occupant gets the same brand of brisk friendliness. We're directed to an inspection station where technicians check our tyres, do a visual check and clean our screens. Then we're directed to park in one of the pit garages normally occupied by Formula 1 drivers.

9.55am

Over the partition in the bay next door, things aren't as I expect. This is no garage. McLaren's

'We promote driving fast, but there's no macho atmosphere and no arrogance'



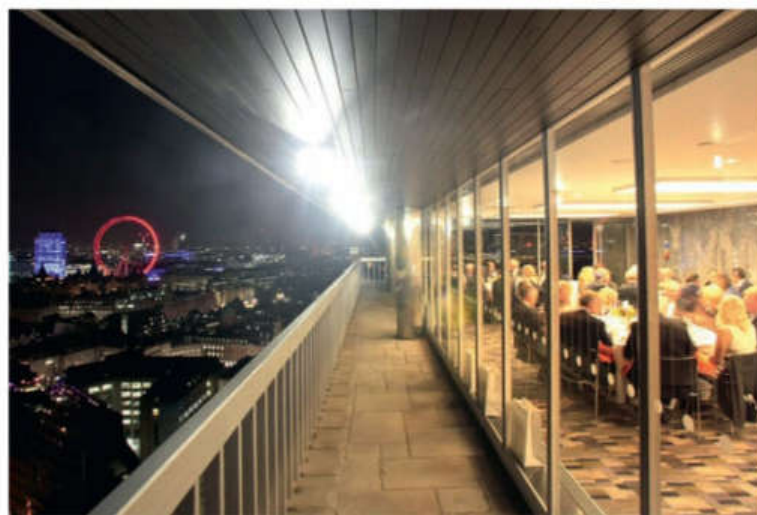
event organisers have transformed the place into a spacious, modern lounge area with comfortable sofas, armchairs, tables, video screens, bars, drinks and nibbles. There are desks with screens that help you examine the telemetry traces from your own driving (everyone gets expert help to compare his or her performance with a well-driven example) and there's even a sit-in driving game offering the chance to 'Beat Bruno'. The second Senna, now on McLaren's team, is on hand to drive and mingle.

10.15am

Flewitt has been here for a couple of hours, but everyone wants a piece of him. He has driven early and still wears his race suit. His slim build and medium height make him one of an exceptionally small number of car company bosses who look good in racing gear. Small wonder: for Flewitt, racing is a weekend hobby. He shares a classic Lotus Elan with his Swedish wife, Mia, a former Volvo engineer whom he met when both worked on the TWR-Volvo Autonova joint venture. She's retired now. Her last engineering project was the first-generation Renault Clio V6, created by TWR.



At New Zealand House, Bruce McLaren's Austin Seven special is on display and Ganley (below) speaks about his old friend Bruce



Mia comes to these events for two reasons: she is exceptionally handy behind the wheel and “just loves” driving the 675LT, plus her presence always improves the ambience for women who might otherwise feel uncomfortable at events like this.

11.00am

Flewitt and I are supposed to be talking, but it's almost more fun watching him at work. He sees the job as meeting, chatting, driving, explaining, confiding – but never selling. He explains: “We do these days for prospective customers and for existing owners who won't yet have seen the 570S or the 675LT. They come strictly because they want to. Nobody needs a McLaren, but events like these enthuse customers. We promote the experience of driving fast – responsibly – but there's no macho atmosphere and no arrogance. We do things professionally, but that doesn't mean they have to be formal or overly competitive.”

11.30am

Something I say suggests these events are local to McLaren. Flewitt makes it clear how wrong this is. They've done Spa and the Nürburgring, of course, and there'll be a Barcelona event soon. But the Middle Eastern F1 circuits are becoming popular, and Flewitt tells me of an extraordinary event in China where 30 of the 38 P1s sold to Chinese owners turned up.

11.40am

There's a shattering roar as chief test driver Chris Goodwin fires up his 1966 McLaren M1B, brought

along as a live exhibit. The Pure McLaren days tend to feature unusual, inspirational exhibits. Not long ago, a member of this community brought his ex-Mika Häkkinen F1 car. Goodwin plans to race his M1B at Goodwood in a few days' time, so a shakedown is handy. It is McLaren's first-ever CanAm car, beaten to the title by John Surtees in a Lola T70. Later CanAm McLarens would dominate so much that the competition would become ‘The Bruce and Denny Show’ – and then in 1970, one of them would claim Bruce McLaren's life.

12.00pm

Time for lunch. Mike and Mia Flewitt, Senna, Goodwin and all the driver coaches sit among us punters, sharing talk of the morning's excitement plus a nice but unpretentious buffet. One bloke, the former owner of a Porsche Carrera GT, talks of testing the 918 Spyder and not liking it, so he bought a P1. Which is why he's here. Like me, this man has two arms, two eyes and parts his hair on the left; why can't we have similar buying power?

1.30pm

I'm delighted to become Flewitt's excuse for a few laps in the 675LT. He strokes the car around at chastening speed, feeding the loads in and out rather than banging the car about. It doesn't need it, he says. Flewitt seems totally on top of the car to me, but he cheerfully concedes “real ability” to his wife, who has discovered a rare skill at conducting 675bhp supercars. We get into an esoteric discussion about whether this one is better with its aero bits deployed or not. With them working, it's

stable but feels rather heavy. If you don't use them, it's lighter at the rear and more adjustable, which is the way, I divine, good drivers prefer it.

3pm-6.30pm

We take Flewitt's personal BMW M5 to a nearby hotel to don clothing suitable for an embassy reception, and then set out, the three of us, into central London in the back of a Volkswagen Transporter. The traffic is awful, but we still arrive at New Zealand House in plenty of time to view the famous McLaren ‘father and son’ Austin Seven special parked in the foyer and be conveyed to the top-floor penthouse, with its commanding views.

8pm-10.30pm

I feel honoured to join a gathering of about 80 people that includes Bruce McLaren's widow, his sister and a group of devoted friends. We are given a fine meal and listen to affectionate speeches – from ambassador Sir Lockwood Smith, Flewitt, a representative of Auckland University and Bruce's old friend and racing associate, Howden Ganley.

Everyone's theme is the same: the more you knew of Bruce, the modest leader, the greater he seemed as a driver, engineer and person. To a room full of venerable people, Bruce's death at 32 is very sobering – notwithstanding his comment about life being “measured in achievement, not years alone”. I wander quietly home through London's streets, but there's no such relaxation for the Flewitts. They're into the minivan again, due at Silverstone tomorrow. The demands of the customers will start early. **A**

Renault Kadjar

Qashqai-based crossover aims to do the same job for less money

MODEL TESTED Dynamique S Nav dCi 110

● Price £22,395 ● Power 108bhp ● Torque 192lb ft ● 0-60mph 14.5sec ● 30-70mph in fourth 18.4sec
● Fuel economy 51.6mpg ● CO₂ emissions 99g/km ● 70-0mph 60.1m

Renault has sort of been here before. Back in 2007 it launched the Koleos, closely related to the also-new Nissan Qashqai and a belated entry into the snowballing crossover category. It was not a success; its ignominious withdrawal from sale in the UK in 2010 was made all the more glaring by the colossal triumph of its Nissan sibling.

The Koleos was an awkward creation. Designed in France, engineered in Japan and built in South Korea as part of Renault's Samsung tie-up, it rolled about in the consciousness almost as inelegantly as its name rolled off the tongue.

WE LIKE Qashqai-derived practicality ■ Captur-related looks ■ Renault-based handling compromise



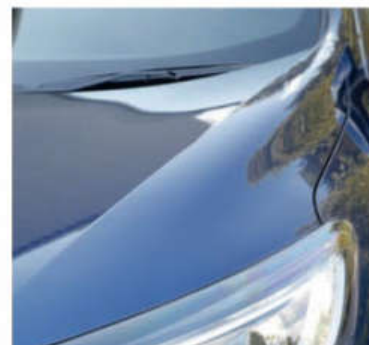
● The headlights are a little more understated than those that give the Qashqai its chiselled stare, although the DRLs are eye-catching. Full LEDs are standard kit on the range-topper.



● Swapping Dynamique S trim's 19in wheels for these 17s to duck under the VED threshold won't matter to everyone, but the comfort implication means we'd tick the no-cost option.



● The Renault diamond on black is the firm's current signature, and it serves the Kadjar as well as it does the Captur. Standard front foglights keep the nose from looking too squeezed.



● Pinched bonnet grooves bestow some physical presence by keeping the profile tall. You can see them from the driver's seat, so they also make the Kadjar easy to place on the road.

In that respect, Renault has not learnt its lesson. Kadjar, apparently an amalgamation of French words but also, in a similar vein to Qashqai, the name of a now-defunct Persian dynasty, is pronounced as it is written, meaning it requires a few goes before you get comfortable with it. Nevertheless, it is on solid ground. The Kadjar's styling has already been tested in the smaller Captur, it will be built in Europe (at Renault's Palencia plant in Spain) and it uses the running gear of the latest Qashqai, a recipient of almost universal praise.

Its appeal, says Renault, is intended to be far broader than that



The Koleos wasn't a success for Renault

of the Captur. Where that car is primarily meant for tiptoeing around towns and cities only half full, the Kadjar is a proper family crossover, its global aspirations underpinned by the availability of four-wheel drive

and a broader choice of engines.

These include the newer, more powerful 1.6 dCi diesel, yet the range remains propped up on the 1.5 dCi unit tested here, a powerplant that makes this particular Kadjar a sub-100g/km prospect. Just as significant is Renault's prudent decision to make its Qashqai clone noticeably cheaper to buy than an actual Qashqai – the well-equipped mid-range model here being pitched well under the price of its Nissan equivalent. Which immediately begs the question: is it better value or just plain inferior? We've got eight pages in which to make up our minds.

DESIGN AND ENGINEERING



The success of the Captur is readily apparent in the Kadjar's appearance. The brawny front end, with the Renault diamond on black, is now a recognisable family trait and contributes nicely to the profile of what is an appropriately modern – if entirely conventional – crossover. Its cosmetic differences are doubtless the reason for its very slightly larger proportions compared with the Qashqai, but the architecture →

WE DON'T LIKE Mediocre performance ■ Ride bittier than the Qashqai's ■ Refinement less clever, too



● The rear cluster features some nice, chunky detailing, which helps to lift an otherwise unexciting rear end. The C-shaped tail-lights match the daytime running lights up front.



● The boot release lives low down – just above the number plate. There's no powered tailgate here, and no rear-facing camera as standard kit. We didn't find ourselves pining for either.



● The plastic mouldings on the lower part of the doors are less about protecting the flanks from scrapes and more about emphasising the idea of robustness in the Kadjar's profile.



● The chrome detail on the door mouldings doesn't feature on the entry-level car, but roof rails – also a nod to the car's rugged utility – are standard throughout the range.



● We don't like manual fuel filler releases – even less so when they're next to the bonnet release. Expect to make the obvious mistake at times.



● TFT instrument cluster's readouts are fine – as long as you don't mind seeing your speed displayed as a number rather than on a dial.



● A removable insert makes the cupholders easy to clean, but they're not the most commodious. They're not ideally positioned, either.



MULTIMEDIA SYSTEM

Renault's infotainment has trailed behind rival systems in terms of intuitiveness for rather a long time, and the latest R-Link 2 doesn't exactly close the gap.

It is, for the most part, merely a facelift of the previous set-up, meaning there's still an inordinate amount of button pushing to do. Everything has migrated to the touchscreen now (reducing the amount of time you previously spent trying to read what was written on the tiny buttons of Renault's centre console-located controller), but the manufacturer

still insists on the sat-nav's map sharing its display space with the radio channel by default. There simply isn't enough room on a 7.0in screen for that not to look cluttered, and Renault's apparent ignorance of what ought to constitute a 'home' screen persists.

Feature-wise, with European maps and TomTom Live traffic, plus DAB, Bluetooth and a USB socket, the Kadjar easily meets expected current standards. An eight-speaker Bose system is predictably the preserve of the Signature Nav model.

← beneath is based on the same Common Module Family (CMF-C/D) platform that Renault spent four years co-developing with Nissan.

Like rival solutions, this platform has the benefit of providing the manufacturer with different hidden subsections (such as the cockpit, engine bay and front underbody), which can then be combined as necessary. In the Kadjar's case, what pops out at the business end of the production line is a front-engined steel monocoque capable of driving either the front two or all four wheels.

The suspension arrangement consists of MacPherson struts to the front and a torsion beam at the back – a set-up shared with the Qashqai, although here it's tuned to Renault's own settings. To incorporate an on-demand four-wheel drive system (based on an electronically controlled clutch), AWD versions feature multi-link rear suspension in place of the twist beam.

Each of the transversely mounted four-cylinder engines is familiar. Renault's 128bhp direct-injected 1.2 TCe is the sole petrol unit offered and returns combined fuel economy of 50.4mpg while emitting 126g/km of CO₂. Predictably though, it is neither the quickest nor the most

economical option in the line-up. The 128bhp 1.6 dCi is marginally nippier to 62mph, thanks to its generous 236lb ft, while the 108bhp 1.5 dCi examined here ought to be good for 74.3mpg combined when fitted with downsized 17in wheels.

It's an engine that has proved to be a long-running success story for Renault – it's reportedly fitted to a third of all the cars sold globally by the brand – and as such it is frequently updated. Here it receives, for the first time, friction-reducing steel pistons for ever-greater efficiency. The smaller oil-burner is also the only motor that can be had with a dual-clutch automatic EDC gearbox; otherwise a six-speed manual, sampled here, is standard. Similarly, buyers interested in a four-wheel-drive Kadjar must buy it with the 1.6 dCi under the bonnet.

INTERIOR



Clearly the interior's moorings are shared with the latest Qashqai, but that doesn't mean both companies are pulling fascia components from the same parts bin. Like the exterior, the cabin's aesthetic has been →



● Nothing wrong with the space up front. There's plenty of it and the seats are excellent. A panoramic roof is standard on the range-topper.



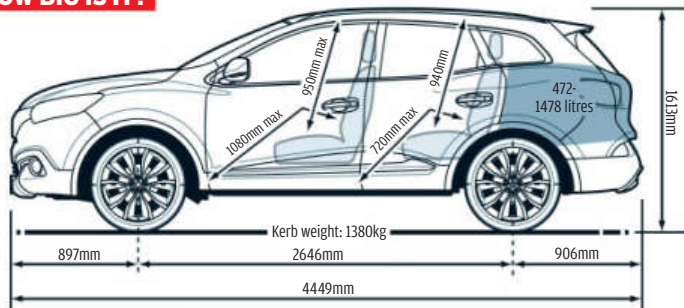
Typical leg room
720mm

● More than adequate leg and head room, but high shoulder line means small kids can't see out of the window. Tiny cubby between front seats is pointless.



● Useful moveable boot floor is standard on the Dynamique S Nav tested, but the removable shelves feel like the sort of thing that goes missing in the garage.

HOW BIG IS IT?



VISIBILITY

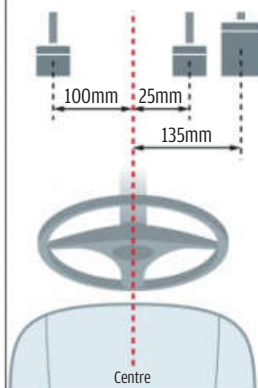
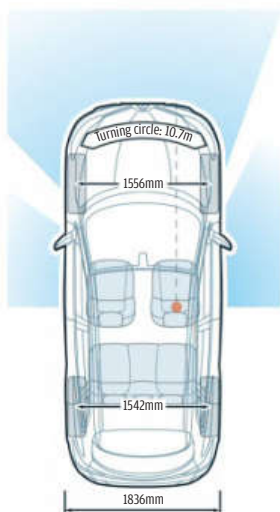
You don't tower over your surroundings in the Kadjar, but compare your driving position to a hatchback at the lights and the higher hip point is evident enough.

HEADLIGHTS

Cornering lights were standard on our test car, but their assistance wasn't dramatic. Lights otherwise adequate, but Signature Nav buyers will no doubt appreciate their full LEDs.

WHEEL AND PEDAL ALIGNMENT

Shares the Qashqai's straightforward arrangement. Clutch travel arguably a mite too long, but otherwise no serious complaints.



◀ heavily altered, with seemingly only the air conditioning controls surviving the cut. That said, the keen impression of spaciousness carries over from Nissan's first-rate job of packaging the latest Qashqai.

The implied SUV-ness of the cabin is generally subtle. The centre console is lofty enough to make it a natural resting place for your elbow and sprouts a grab handle on the passenger side, but otherwise the Kadjar is studiously unfussy. Its switchgear is broad, usable and generally well thought out. There's space for your phone, coffee cups and smaller bottles and, ergonomically, it heeds Nissan's first-rate example. Several Renaultisms do slip through the basic good sense – the pointless positioning of the cruise control master switch on the centre console, the old-fashioned column stalk stereo controls, a bizarrely prominent array of slots for spare coins – but otherwise the Qashqai's foundations are well expanded on.

Those in steerage clearly benefit, too. The Kadjar has the same 2646mm wheelbase as the Qashqai, and while it doesn't offer an extravagant amount of rear seat space, teenagers with genuine reason to complain about the leg or head room on offer will most likely be much taller than average. The comfort provided by the 60/40 split rear bench is more than adequate, even if access occasionally seems hindered by the B-pillar at foot level. Renault claims class-leading elbow room, too, and while that probably involves it taking a rather narrow view of what counts as a classmate, we've got no particular reason to complain about the car's width in the rear (so long as you're not expecting it to accommodate three adults for any great length of time).

With the seats up and the two-tier boot floor lowered, the Kadjar offers a clutter capacity of 472 litres, which, in accordance with crossover custom, makes it larger than an average

hatchback but inferior to the small estate variant that most hatchbacks spawn. Seats down, there's 1478 litres of load space – but if you want a flat surface, you'll deny yourself a couple of inches of empty volume beneath that moveable floor.

PERFORMANCE

★★★★☆

First impressions of the Qashqai tended to revolve around how brilliantly refined Nissan had made it on the road; first impressions of the Kadjar tend to strain in the opposite direction. The diesel engine's discordant voice seems prominent at virtually every stage, corrupting almost immediately the notion that the Renault might live up to its sibling's high standard of isolation.

Beneath the noise, the 1.5-litre engine is a somewhat inconsistent performer, its shortcomings further highlighted by the subsequent

evolution of a superior generation of small oil-burners – not least that found in the Honda HR-V we tested only a few weeks ago. The Kadjar's worst failing, exacerbated by its gearing, is a reluctance to rev below the point at which the turbo spins into life to yield the engine's modest 192lb ft. At low speeds, in any gear above first, it hacks and grumbles discontentedly below 2000rpm. That's not unheard of in a diesel, but it's bewildering nevertheless when merely being asked to accelerate from 30-50mph in fifth – an odyssey that took almost six seconds longer here than it did in the Honda.

That stuttering low-rev intransigence can be frustrating – but in truth it's easily avoided. Drive with even a hint of purpose and the Kadjar progresses more keenly, its clamorous, short-lived, 850rpm-wide band of peak tug usually sufficient to see you smartly up the road. Exploit this thin seam of enthusiasm and the car is responsive

TRACK NOTES

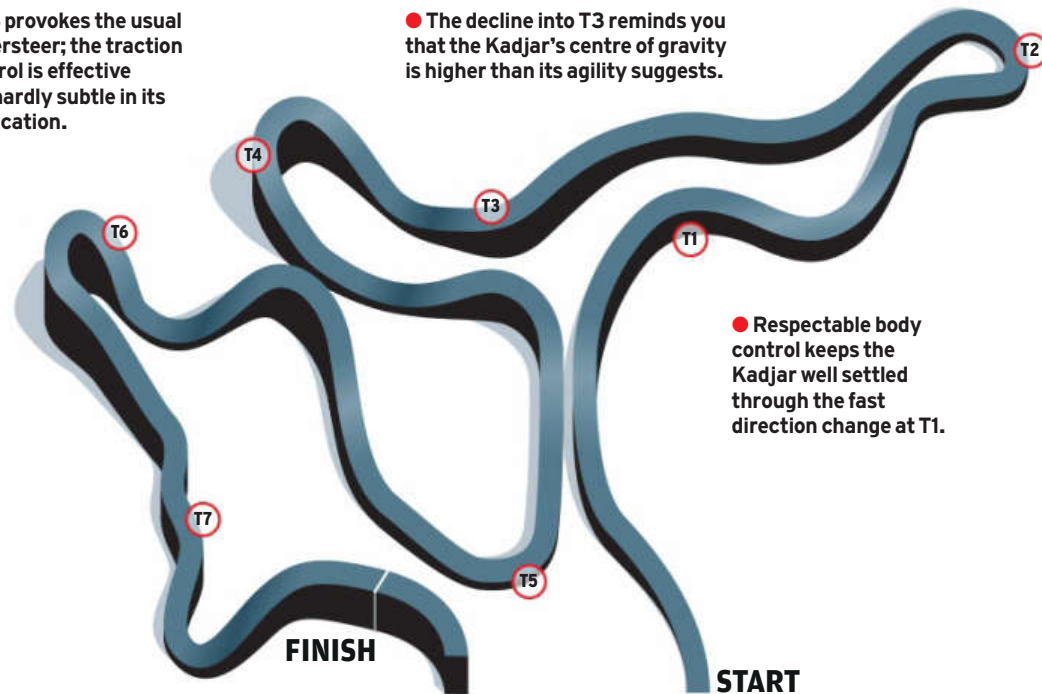
'Nothing to see here' might be the best way to describe the Kadjar's performance on Millbrook's Hill Route. It remains stable and precise at all times, and because the traction control can't be switched out, it's ultimately safe, too. Which is as it should be.

Nevertheless, the dynamic trade-off inherent in the high roofline and 190mm of ground clearance becomes more apparent as the car approaches its limit. The Kadjar cannot manage apexes or off-camber corners with the same poise and flat-bodied nonchalance as the current class of front-drive family hatchbacks. It requires slower turn-in speeds, too, and isn't always consistent in the level of resistance that informs that decision-making process. For a crossover, however, it is well sorted. It's no more distinctive or involving than the Qashqai but is at least as good as anything else in the segment.

● T4 provokes the usual understeer; the traction control is effective but hardly subtle in its application.

● The decline into T3 reminds you that the Kadjar's centre of gravity is higher than its agility suggests.

● Respectable body control keeps the Kadjar well settled through the fast direction change at T1.



ACCELERATION 17deg C, damp

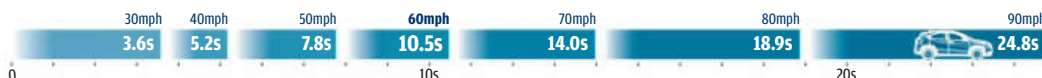
Renault Kadjar dCi 110

Standing quarter mile 20.3sec at 70.4mph, standing km 36.5sec at 90.9mph, 30-70mph 14.6sec, 30-70mph in fourth 18.4sec



Honda HR-V 1.6 i-DTEC

Standing quarter mile 17.9sec at 78.1mph, standing km 32.7sec at 95.1mph, 30-70mph 10.4sec, 30-70mph in fourth 13.4sec



BRAKING 60-0mph: 3.6sec



Kadjar rides with some compliance, but harsh bumps are felt in the cabin



For the most part, the Kadjar conceals any brittleness beneath a direct and modestly agile driving style

enough, probably to the fulfilment of most buyers' expectations.

This is fortunate, because much as there isn't anything helpful below the onset of peak twist, there isn't anything gratifying beyond it, either. The Kadjar limped to 60mph from rest in 14.5sec at Millbrook. Even allowing for the poor weather and a double helping of well-fed road testers, that's disappointingly shy of Renault's claim and even our modest expectations. But being almost four seconds adrift of the HR-V from 30-70mph isn't really good enough. Less crucial, perhaps, than the fuel economy figure of 51.6mpg that we averaged in testing, but reason enough for some to automatically opt for the burlier 1.6 dCi.

RIDE AND HANDLING

★★★★★

Lauding a crossover in this segment is typically a commendation of its compromise between amenable comfort and hatchback-imitating handling. Based on this criteria, the Kadjar is a worthy addition to those in the class we think decent. Its

ease of use is never in question and nor is its competence – both being qualities we identified as key to the Qashqai's unquestionable ability to suddenly seem like the ideal solution to everyday driving.

The differences between the two are minor, then, but not entirely subtle. Just as the Renault isn't quite as hushed on the inside as the Nissan, neither does it ride with quite the same aplomb. The secret to the Qashqai's tranquil feel was a secondary ride just plush enough to smooth out the smaller intrusions endlessly encountered on British roads; the Kadjar's set-up, while neatly compliant, is not finished to quite the same standard.

Being short of the class leader here isn't a tragedy, though. On the smaller 17in wheels, it resists well the suspicion that it might be unduly firm and, for the most part, conceals any brittleness beneath a direct and modestly agile driving style. The electric steering's variable assistance was apparently modified during reliability testing to offer a bit more resistance, and while it occasionally feels a little wooden, it's easy to appreciate the heftier setting

– especially as the Kadjar's chassis majors on stability and not nuance.

That was certainly an attribute of the Qashqai, and that car's ability to keep the more adverse effects of an inherently higher roll axis concealed beneath sterling body control is carried over virtually wholesale. Like its sibling, the Kadjar fully expects your driving style to change not one notch from its Volkswagen Golf or Ford Focus setting, and while those cars are fully capable of rewarding the keener motorist with greater depth and distinctiveness, a happy layman will hardly find the Renault deficient in any serious regard.

BUYING AND OWNING

★★★★★

The Kadjar fits tidily into the four trim levels already understood by Renault's UK customers. None is poorly equipped, with even the entry-level Expression+ receiving a DAB tuner, Bluetooth, air-con, front foglights and tinted windows.

However, as it misses out on the R-Link 2 multimedia system (and the sat-nav installed on it), most buyers

will opt for at least the Dynamique Nav, which also adds dual-zone climate control and 17in wheels. The Dynamique S Nav we tested included front and rear parking sensors and the one-touch easy-fold rear bench – both near-essential items – but the 19in diamond-cut alloys do come with an efficiency penalty by thrusting the CO₂ up to 103g/km and dropping the combined economy claim to 72.4mpg. Unsurprisingly, swapping back to 17s is a no-cost option, and one duly taken up on our press fleet example.

There's no disadvantage (save the £1200 price) in opting for the automatic, as its figures are unchanged from the manual. There is for choosing the 1.6 dCi, though. As well as also being £1200 pricier, it increases CO₂ emissions to at least 113g/km and returns around 10mpg less. All of which is roughly comparable to the Qashqai, and yet measurably cheaper. Buying Nissan's equivalent n-tec+ trim will set you back £1885 more than the Renault. It's inevitably closer at the entry level, but by the time you've got to range-topping AWD versions, the gap is nearer to £3000. →

RENAULT KADJAR DYNAMIQUE S NAV DCI 110

On-the-road price	£22,395
Price as tested	£23,015
Value after 3yrs/36k miles	£10,714
Contract hire pcm	£289
Cost per mile	45p
Insurance/typical quote	14E/£479

EQUIPMENT CHECKLIST

19in alloy wheels	■
Cruise control	■
DAB tuner	■
Automatic dual-zone climate control	■
Front foglights	■
R-Link 2 multimedia touchscreen	■
Automatic headlights	■
Front and rear parking sensors	■
Bluetooth connectivity	■
Satellite navigation	■
Arkamys 3D sound system	■
Automatic wipers	■
Metallic paint	■
Emergency spare wheel	■
17in alloy wheels	■
	£525
	£95
	NCO

Options in **bold** fitted to test car
 ■ = Standard na = not available
 NCO = no-cost option

RANGE AT A GLANCE

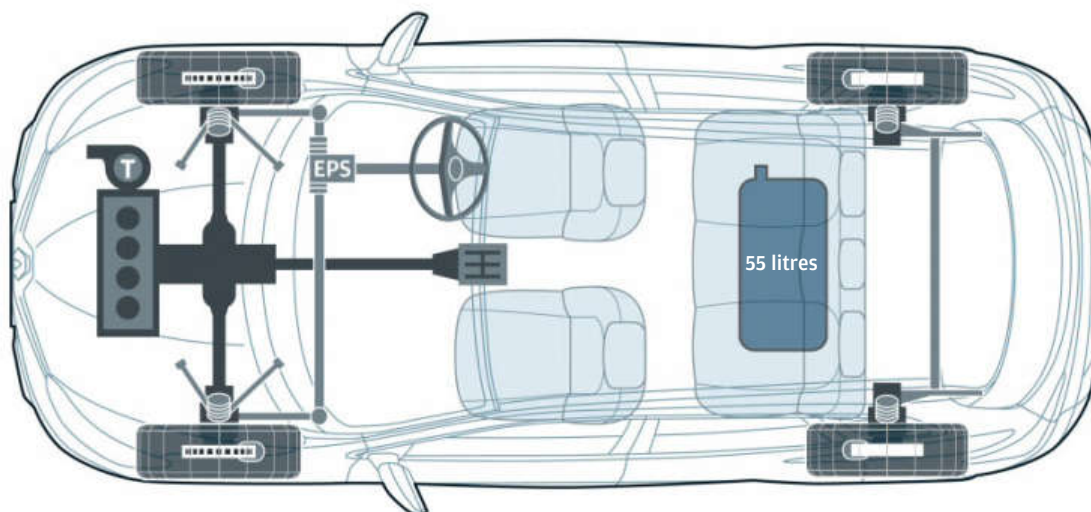
ENGINES	POWER	FROM
TCe 130	128bhp	£17,995
dCi 110	108bhp	£19,895
dCi 130	128bhp	£22,795
dCi 130 4WD	128bhp	£24,295

TRANSMISSIONS

6-spd manual	■
6-spd automatic	£1200

TECHNICAL LAYOUT

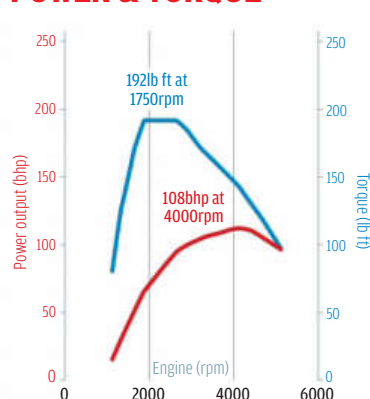
No surprises sprung here. The Kadjar's platform is based on hot-stamped steel, the engines are transversely mounted and drive the front wheels in most cases, while the suspension is by way of MacPherson struts and a twist beam. Four-wheel-drive variants get a rear multi-link set-up; all receive electric power steering and all-round disc brakes.



ENGINE

Installation	Front, transverse, front-wheel drive
Type	4 cyls in line, 1461cc, diesel
Made of	Aluminium head and block
Bore/stroke	76.0mm/80.5mm
Compression ratio	16.0:1
Valve gear	4 per cyl
Power	108bhp at 4000rpm
Torque	192lb ft at 1750rpm
Red line	4900rpm
Power to weight	78bhp per tonne
Torque to weight	139lb ft per tonne
Specific output	74bhp per litre

POWER & TORQUE



CHASSIS & BODY

Construction	Steel monocoque
Weight/as tested	1380kg/na
Drag coefficient	na
Wheels	7Jx17in
Tyres	215/60 R17, Continental EcoContact5
Spare	Repair kit

TRANSMISSION

Type	6-spd manual
Ratios/mph per 1000rpm	1st 3.73/5.2 2nd 1.95/10.0 3rd 1.23/15.9 4th 0.84/23.3 5th 0.65/30.1 6th 0.56/35.0
Final drive ratio	4.125

ECONOMY

TEST	Track	27.7mpg
	Touring	68.9mpg
	Average	51.6mpg
	Urban	68.9mpg
	Extra-urban	78.5mpg
CLAIMED	Combined	74.3mpg
	Tank size	55 litres
	Test range	624 miles

SUSPENSION

Front	MacPherson struts, coil springs, anti-roll bar
Rear	Torsion beam, coil springs, anti-roll bar

STEERING

Type	Electrically assisted rack and double pinion
Turns lock to lock	3.0
Turning circle	10.7m

BRAKES

Front	296mm ventilated discs
Rear	290mm discs
Anti-lock	Standard with EBD and brake assist

CABIN NOISE

Idle	46dB
Max revs in third gear	72dB
30mph	60dB
50mph	65dB
70mph	67dB

SAFETY

ABS, EBD, ESC, ASR, UCL, HSA	
Euro NCAP crash rating	Not tested

EMISSIONS & TAX

CO ₂ emissions	99g/km
Tax at 20/40% pcm	£61/£122

ACCELERATION

MPH	TIME (sec)
0-30	5.1
0-40	7.3
0-50	10.7
0-60	14.5
0-70	19.7
0-80	26.1
0-90	35.4
0-100	-
0-110	-
0-120	-
0-130	-
0-140	-
0-150	-
0-160	-

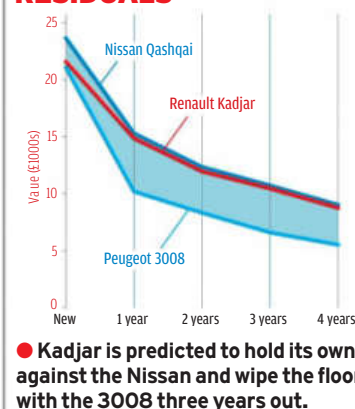
ACCELERATION IN GEAR

MPH	2nd	3rd	4th	5th	6th
20-40	3.9	5.7	-	-	-
30-50	-	5.6	8.8	16.2	-
40-60	-	6.6	8.8	12.4	18.7
50-70	-	8.8	9.7	12.9	17.2
60-80	-	-	11.4	14.2	18.8
70-90	-	-	15.5	16.8	-
80-100	-	-	-	-	-
90-110	-	-	-	-	-
100-120	-	-	-	-	-
110-130	-	-	-	-	-
120-140	-	-	-	-	-
130-150	-	-	-	-	-

MAX SPEEDS IN GEAR

26mph	78mph	113mph
4900rpm	4900rpm	3751rpm
1	3	5
2	4	6
49mph	113mph	113mph*
4900rpm	4848rpm	3232rpm
		*claimed
RPM in 6th @ 70/80mph = 2002/2288		

RESIDUALS



THE SMALL PRINT Power-to-weight and torque-to-weight figures are calculated using manufacturer's claimed kerb weight. © 2015, Haymarket Media Group Ltd. Test results may not be reproduced without editor's written permission. For information on the Kadjar, contact Renault, The Rivers Office Park, Denham Way, Maple Cross WD3 9YS (renault.co.uk). Cost-per-mile figures calculated over three years/36,000 miles, including depreciation and maintenance but not insurance; Lex Autolease (0800 389 3690). Insurance quote covers 35-year-old professional male with clean licence and full no-claims bonus living in Swindon. Quote from Liverpool Victoria (0800 066 5161, lv.com). Contract hire figure based on a three-year lease/36,000-mile contract including maintenance; Wessex Fleet Solutions (01722 322888).

AUTOCAR ROAD TEST
 Read all of our road tests autocar.co.uk

Renault Kadjar

AUTOCAR VERDICT ★★★★★☆

A wholly respectable crossover contender with few vices. Good value, too



We were expecting the Kadjar to be a respectable effort – and it is. About time, too. Renault's partnership with Nissan is not new, yet the fruits of their combined labours haven't always spread equally between the brands; the Koleos was evidence enough of how not to do it.

This time, with the groundwork completed more thoroughly, Renault's mid-sized crossover is poised for success. The style and usability introduced with the Captur are built on here, and the competence of the running gear is irrefutable. As it was meant to, the saving over an equivalent Qashqai makes the Kadjar more enticing, yet the gap is not without rationale. While the Renault is certainly not subordinate to the Nissan in the same way a Skoda is to a Volkswagen, there is a sense that the Qashqai remains faintly superior. The difference is easily quantified by a half-star subtraction at our end; for buyers, a four-figure saving might seem just as appropriate.

TESTERS' NOTES



NIC CACKETT
Renault has polished up its long-running keycard with a shiny redesign. Fine, but must it really pose as an iPod? We were happy with something inconspicuous.



MATT PRIOR
Specify automatic headlights and you also get an automatic high beam function, which, given that it's often too slow to react, means I'd never use them.

SPEC ADVICE

Top-level Signature Nav trim adds front and rear skid pads and kick plates for a bit more SUV butchness, but the Kadjar looks better when it's just being a crossover.

JOBS FOR THE FACELIFT

- Hush it up; Nissan's sound deadening and bushes shouldn't be so much better than this.
- Fettle the dampers. We'd trade some of the body control for a comfier ride.
- Have an infotainment rethink. Any number of manufacturers are doing it better than this.

AUTOCAR ROAD TEST TOP5

MAKE	1st	2nd	3rd	4th	5th
Model	NISSAN Qashqai 1.5 dCi n-tec+	FORD Kuga 2.0 TDCi Titanium	MAZDA CX-5 2.2D SE-L Nav	RENAULT Kadjar 1.5 dCi Dyn'ique S Nav	PEUGEOT 3008 Allure 2.0 BlueHdi
Price	£24,280	£24,595	£24,995	£22,395	£24,295
Power	108bhp at 4000rpm	148bhp at 3500rpm	148bhp at 4500rpm	108bhp at 4000rpm	148bhp at 4000rpm
Torque	192lb ft at 1750rpm	273lb ft at 2000rpm	280lb ft at 4800rpm	192lb ft at 1750rpm	273lb ft at 2000rpm
0-60mph	10.8sec	10.1sec (claimed, to 62mph)	9.2sec (claimed, to 62mph)	14.5sec	9.7sec (claimed, to 62mph)
Top speed (claimed)	113mph	121mph	126mph	113mph	121mph
Fuel economy (combined)	70.6mpg	60.1mpg	61.4mpg	74.3mpg	67.3mpg
Kerb weight (claimed)	1365kg	1605kg	1445kg	1380kg	1530kg
CO₂/tax band	103g/km, 18%	122g/km, 22%	119g/km, 21%	99g/km, 17%	109g/km, 19%
	That bit more expensive but that little bit better with it. Popularity is well earned. ★★★★★	Kuga is a larger proposition, but traditional Ford strengths mean it stands out. ★★★★★	Another fine contender. Punchy diesel engine helps; styling is less compelling. ★★★★★	Well priced, styled and packaged. Definitely among the available solid options. ★★★★★	Despite weak residuals, the 3008 remains decent to drive and respectably cheap to run. ★★★★★

Verdicts on every new car, p76

LETTER OF THE WEEK

Build it, BMW

News that BMW has revealed an M4 GTS isn't totally surprising, given the seemingly production-ready MotoGP safety car we've already seen, but it's nonetheless a very welcome addition. Shouldn't this ultra-limited-edition car also pave the way for a new M4 CS or CSL, just like the old E46?

On another BMW-related issue, I'd like to see Jaguar build a BMW 330d rival. An XE with a 3.0-litre V6 diesel looks a good fit, if indeed it will fit. The prospect of an XE with 271bhp and 442lb ft of torque may well create a few frowns in Munich, but many more smiles in Gaydon. Here's hoping they build one.

Mike Spencer
via email



WIN

Letter of the week wins a ValetPRO exterior protection and maintenance kit worth £58.95

Valet PRO
PROFESSIONAL VALETING SUPPLIES

IN THE EYE OF THE BEHOLDER

Your test of the new Vauxhall Astra against the Ford Focus and Seat Leon illustrates just how subjective aesthetics can be ('Vaux Pops', 7 October).

The Astra's gloss black finish gives the most stylish of the three dashes a real lift, particularly when compared to the back-to-the-80s style of the Leon.

However, you say the Leon is the best-looking car of the three, whereas all I can see is a mish-mash of overly angular lines, compared to the rather smart and harmonious lines of the Focus and Astra.

Andrew Lowe
Tenby, Pembrokeshire

but front-wheel drive. There is no mistaking the prop shaft going forward to driveshafts at the front wheels. However, in the blurb below it says 'Installation: Mid, transverse, rear-wheel drive'. I assume the diagram is at fault. A very interesting concept, though.

I expect it would handle, as I remember you famously saying of a certain American sports car in the '60s, like a pile of books sliding off a shelf.

Phil Baker
Newton Abbot, Devon
You're quite right, Phil; the diagram is incorrect and the E10 is indeed mid-engined and rear-wheel drive – DR

DIESELGATE DENIALS

I'm amazed that yet another week has passed in the VW dieselgate story with little or no discussion from the media on the potential use of 'defeat' software by other manufacturers.



Only VW has admitted to cheating tests

VW has arguably been one of the leaders in diesel technology over the past 20 years, so if it can't legitimately meet the emissions tests, there surely must be questions about how other manufacturers pass the tests.

Stephen Alexander
Glasgow, Lanarkshire
Our news story online ('VW emissions scandal: other manufacturers deny cheating') lists BMW, Ford, Mercedes, JLR, Peugeot, Citroën, Lamborghini,

Bentley, Porsche and Renault as the manufacturers who have denied cheating so far. So some have denied it, but none is making too much noise over it just yet – DR

SUPER SUPERB

With reference to the recent test between the Skoda Superb Estate and Mercedes-Benz E-Class Estate ('Pump Up the Volume, 16 September'), you might be surprised just how many people do regard these cars as rivals.

I went from a 2003 Superb to a 2007 E320 CDI Avantgarde Estate, but I have now ordered the new Superb Estate rather than an E-Class and do not feel short-changed.

The E-Class's seats fold down better and there are little touches that show where your extra money has gone, but the Superb's rear leg room, better looks and lower running costs swing it for me.

AUTOCAR What you're saying on autocar.co.uk

Citroën C5 set for bold reinvention

Getting out of price competition is more easily said than done. It's all about the product. jer

Citroën should focus on DS variants and abandon the C range, leaving the knockabout models to sit under the Peugeot brand. rmcondon

It would be a great shame if the Citroën



brand was abandoned. It's also ironic that the current C5 is closer in spirit to the original DS than anything carrying this badge today.

Daniel Joseph

It must have hydraulic suspension. It'd be perfect – finally a BX replacement. Citroën shouldn't build cars for Audi-buying posers.

Chris576



Some E-Class owners, such as Adrian, are switching to Superbs

NEXT WEEK

Inside the magazine – on sale 28 October

FIRST DRIVE



VW Golf GTI Clubsport Is the most powerful GTI yet sweeter than the standard car?



ROAD TEST

Audi A4
Full eight-page assessment of this crucial new BMW 3 Series fighter



COMPARISON

Jaguar XF vs BMW 5 Series
Sporty exec saloons from Britain and Germany go head to head

COMPARISON



Nomad vs rally car Can the lightweight Ariel outrun a four-wheel-drive rally car?

CONTENTS SUBJECT TO CHANGE

Andrew prefers the new Astra's lines to those of the Leon



I'm not the only one; my Skoda dealer said I was the fourth person to trade in an E-Class with them for the new Superb.
Adrian Prus
via email

BIG AIN'T BEAUTIFUL

Just what is it with modern car design and designers and an obsession with bulk and ugliness? The market's current fascination with SUVs and crossovers is a large part of the reason for this.

But the problem goes beyond those types of cars – strange pinched grilles on Lexus models, hideous shapes and surfaces in some of the latest BMWs and Mercedes-Benzes, and I'm not keen on the new Audi Q7, either. And don't start me on the Bentley Bentayga.

We can't expect all our new cars to be beautiful classic sports cars, but surely there is still room for some cars that are beautiful in a classic sense, with the kind

of looks that deserve an admiring glance back after you've parked them.

John Miles
Ruislip, Middlesex

COOL KIKAI CONCEPT

Toyota's Kikai concept is 'designed' to show engineering bits usually concealed by bodywork (News, 14 October). Well, the amorphous globule of a cab in the middle demonstrates why these engineering bits aren't usually on show.

However, it is mid-engined and looks to have a lot of sophisticated lightweight engineering.

Toyota: give it a sleek, low body and you could have a winner with this, especially if you give it doors like those of the Sera.

Donald MacKay
Inverness

BRITS ABROAD

I could not agree more with Andrew L Ginger's comments on driving in France (Your Views, 7 October).

I have driven in many parts of western Europe, in both classic and modern cars over a number of years, and generally find it to be less stressful and more pleasant than driving in the United Kingdom. Also, parking is usually easier and cheaper.

I am not sure that we will, in this country, ever be as good at road building and service areas as the French and Germans, either.

Nick Sharp
via email

HIDDEN MESSAGE

So the Legacy's successor is called Levorg (First Drive, 7 October). Interesting name. Read it backwards and wonder who has had to grovel to whom at Subaru. We need to be told.

Andy Macleod
via email



OUR CARS

A week in the life of Autocar's fleet



Vauxhall Corsa VXR

FIRST REPORT It's keenly priced, looks the part and packs a punch, but will it prove too hardcore for enjoyable everyday use? There's only one way to find out



The word 'subtlety' isn't in the lexicon of Vauxhall's VXR performance brand. It never has been and, on the appearance alone of the latest model to join the stable, the Corsa VXR Mk2, never will be. Its customers wouldn't have it any other way.

One look at the latest addition to the Autocar long-term test fleet tells you all you need to know about the Corsa VXR's familiar intentions. Lime green in colour and boy racer in shape, this is a hot hatch that sets out to be the wolf in wolf's clothing.

As our road test in May revealed, the Corsa VXR is also the most hardcore of the current breed of hot hatches to drive, something that proved to be to the detriment of its everyday usability.

This was in part because the road test car was fitted with the Performance Pack, a £2400 option that adds

18in alloy wheels, stickier tyres, a mechanical limited-slip differential, firmer spring and damper settings and bigger brakes. This is absent from our own Corsa VXR, so that will help us to gauge just how usable the market's newest hot hatch is every day.

In standard form, the Corsa VXR comes in at £17,999. For that, you get a generous spec that makes the car appear better value than rivals such as the Ford Fiesta ST-2, Peugeot 208 GTI and Renault Clio RS 200 Turbo.

On the standard spec sheet is that VXR bodykit, a Remus sports exhaust with dual pipes and bi-xenon headlights with LED daytime running lights. Inside, your regular Corsa seats are swapped for Recaro sports ones, and the usual hot hatch fare of a sports steering wheel, short-throw gearlever, a special instrument panel and sports pedals



Front occupants are firmly located by Recaro seats

LEXUS
NX300H


Mark Pearson

MAZDA
CX-3


Mel Falconer

MAZDA
MX-5


Matthew Burrow

MCLAREN
650S
SPIDER


Mark Tisshaw

MERCEDES-BENZ
E-CLASS
ESTATE


Andrew Frankel

PORSCHÉ
PANAMERA


John McIlroy

RANGE ROVER
SPORT


Steve Cropley

RENAULT
TWINGO


Matthew Burrow

SEAT
LEON
X-PERIENCE


Mark Tisshaw

SKODA
FABIA


Tom Webster

SKODA
OCTAVIA


Matt Burt

SUZUKI
CELERIO


Steve Cropley

VAUXHALL
CORSA VXR


Mark Tisshaw

VOLKSWAGEN
GOLF R


Allan Muir



Lime paint was a £545 option that suits the VXR's character



This standard-sprung car rides better than the road test example



These smart 18in alloy wheels are an extra £500



Manual six-speeder has a short-throw gearlever



That all-important 0-60mph time comes in at 6.5sec and the top speed is 143mph

are all thrown in. Infotainment comes from Vauxhall's touchscreen IntelliLink system, and the likes of cruise control and air-con also feature.

The Corsa VXR outpoints key rivals on its power output, too. Its 1.6-litre turbo engine is familiar from the previous Corsa VXR, albeit with a new ECU and exhaust manifold, and the outputs of 202bhp and 207lb ft are familiar from the old Corsa VXR Clubsport.

That all-important 0-60mph time comes in at 6.5sec (provided you can get the power down via the front wheels) and the top speed is rated at an impressive 143mph. Claimed fuel economy of 37.7mpg and a 174g/km

CO₂ output are less impressive on paper, though – worse even than those of the 296bhp 2.0-litre turbo-powered Volkswagen Golf R. Still, at least you get a six-speed manual gearbox rather than anything with flappy paddles.

As mentioned earlier, we've steered clear of the £2400 Performance Pack option because this will be a hot hatch put into action on daily errands rather than track days. Just three options have been chosen, and they bring the price as tested to £19,190. That lurid green colour scheme, bright enough to liven up any bleak autumn day, comes under 'pearlescent paint £545'. The tidy-looking 18in alloy wheels from the

Performance Pack are available as a separate £500 option, so we've gone for them, and finally, our car has the £150 Carbon Pack, which turns the door mirror housings and front grille bar a fetching shade of pseudo-carbonfibre.

All of this is enough to make sure our Corsa VXR looks the part, both visually and on the spec sheet. On the subject of those looks, while the cooking versions of the latest Corsa seem little different (to my eyes) from their predecessors, the new Corsa VXR does a much better job of distinguishing itself from the previous model, thanks mostly to that bodykit. There's also a bit of grey plastic on the bonnet that at first looks like an airscoop but is actually, erm, just a bit of grey plastic. Whatever, it's a visual trick that's enough on its own to let you know this car is 'new'.

To round off our VXR's introduction,

there's just space for a quick first impression, based on the first half a tank of fuel I've burned through. And it's the most surprising and positive one: the Corsa VXR is a far more compliant road car than I thought it would be. Phew. The absence of the Performance Pack reveals a standard spring and damper tune that feels nicely suited to road use. In this spec, the VXR feels sporty but not so firm as to require regular visits to the chiropractor. On that basis, I think we might get on well.

mark.tisshaw@haymarket.com

Vauxhall Corsa VXR

Price £17,995 **Price as tested** £19,190 **Options** Carbon Pack £150, 18in alloy wheels £500, pearlescent paint £545 **Economy** 37.7mpg (combined) **Faults** None **Expenses** None



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AUDI RS3/RSQ3 » 420+ BHP (+DE-LIMIT)
AUDI S3 / GOLF R » 373+ BHP (+DE-LIMIT)
AUDI 3.0TDi (ALL MODELS) » 315+ BHP
AUDI 3.0 Bi-TDi (ALL MODELS) » 380+ BHP
AUDI Q7/A8 4.2 TDi » 400+ BHP

BMW

M5 V10 » 548+ BHP (205 MPH)
X5M / X6M » 618+ BHP
1M » 411+ BHP
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M135i/ M235i » 402 BHP
M4/M3 3.0T » 520+ BHP
M5 F10/M6 (STAGE 1) » 680 BHP
M5 F10/M6 (STAGE 2) » 730 BHP
F10 520D » 240 BHP
F10 530D » 305 BHP
335i/135i/X6 » 370+ BHP (+DE-LIMIT)
123D » 252 BHP

316D/216D/116D » 160 BHP
318D/218D/118D » 225 BHP
330D E90 » 296+ BHP
320D E90 » 215 BHP
420i/320i/220i/120i » 275+ BHP
435i/ F30 335i » 390 BHP
428i/328i » 295 BHP
535D / 335D / X5 SD » 355+ BHP
640D/335D/535D/435D » 390 BHP
730D » 305+ BHP
X5 4.0D / 740D » 370 BHP
X5 3.0D » 305 BHP
X6 X5.0i 4.4 » 500+BHP
X6 M50D/X5M50D/550D » 450 BHP

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C400 » 400 BHP
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997 CARRERA S PDK » 400+ BHP
997 CARRERA S » 376+ BHP
997 CARRERA PDK » 368 BHP
997 CARRERA GTS » 435 BHP
997 GT3 UP » 436 BHP
BOXSTER 3.4S » 336+ BHP
CAYMAN S » 342 BHP
MACAN 3.0D » 315 BHP
CAYENNE GTS » 440 BHP

CAYENNE TURBO 4.8 » 578+ BHP
CAYENNE TURBO S 4.8 » 600+ BHP
CAYENNE 4.2 DIESEL » 450+ BHP
CAYENNE DIESEL » 315+ BHP
PANAMERA TURBO » 600+ BHP
PANAMERA DIESEL » 315+ BHP

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LP560 » 608+BHP
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HURACAN » 640+ BHP
AVENTADOR » CALL FOR DETAILS
MCLAREN MP4-12C » 700 BHP
MCLAREN 650S » 720 BHP
MURCIELAGO LP640 » 707 BHP
MASERATI Ghibli 3.0S PETROL » 470 BHP
MASERATI Ghibli 3.0 PETROL » 400 BHP
MASERATI Ghibli 3.0 DIESEL » 312 BHP
MASERATI GT/QPORT » 438 BHP
MASERATI GT S / MC » 479+ BHP
BENTLEY 4.0 T V8 » 690 BHP
BENTLEY CGT / F-SPUR (INC 2013) » 680+ BHP
BENTLEY GT SPEED (INC 2013 ON) » 695 BHP
BENTLEY SUPERSPORT » 720+ BHP

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Porsche Panamera

Mileage | 7340 Our plug-in Porsche's appeal is growing, but its practicality has limits

The clock is ticking on the Panamera – it's due to go back in a couple of weeks' time – and that imminent departure appears to have suddenly made a few of my colleagues aware of the fact that they haven't really experienced it enough.

Indeed, the Porsche has turned into Steve Cropley's long-distance car of choice. He admires its cruising ability, the reassuring mix of firm ride and hefty wheelbase that brings surprising levels of comfort and a cabin that's beautifully finished and more than comfortable enough for two adults and their luggage.

It is undeniably a squeeze if you want to carry more people and bags than that, though, as Rory White discovered recently. Four grown-ups fitted into the Porsche's snug, enveloping cabin quite easily, as it turned out, but then they



The cabin seats four in comfort, although the boot may struggle to hold their bags



Our car is charged daily at the office

opened the boot, saw the high-raised floor and the hefty charging cable bag already sitting there and realised they'd have to pack light.

Darren Moss took the keys for a solo run the other evening, but his outing was a bit more dramatic because after a spell in E-charge mode, the Porsche's instrument panel flashed up a vaguely alarming warning. It complained of 'reduced engine power' and informed Darren that while it was possible to continue driving, he ought to visit the workshop. Then again, he parked it up for an hour or two and when he returned, the issue had disappeared.

I can't say I've experienced anything so troublesome; in fact, the Panamera has wheedled its way nicely into my daily life, just in time for it to depart.

I charge it at the office, then drive it home without worrying too much about the battery levels, and it cruises through 30 miles at nearly 50mpg. Then it does a mainly petrol-based run back to work the following morning and drinks a little more heavily – a reminder that I really ought to sort out that home charging point I've been promising myself. An owner astute enough to exploit the tax benefits of the E-Hybrid would certainly have one.

john.mcilroy@haymarket.com

Porsche Panamera S E-Hybrid

Price £84,401 **Price as tested** £97,498 **Economy** 40.5mpg **Faults** 'Reduced engine power' warning **Expenses** None **Last seen** 7.10.15



Skoda Octavia Estate

Mileage 14,966

Our Octavia has developed a rattle in the cabin. It seemingly only occurs when I'm travelling over abrasive road surfaces, but I do 500 miles or so each week on a mixture of roads, so I'm keen to identify where it's coming from.

At first I was convinced that the

rattle emanated from the nearside front door panel. Last week I asked a passenger to try to identify the source, but he was adamant it was coming from my side of the car, which leads me to suspect it might actually be coming from between us, perhaps somewhere behind or above the front seats.

My first thought was that it might be caused by some detritus left in the glove compartment, although that is lined with soft material, presumably to deaden vibration. I've removed clutter from the cubbyholes and ensured the tyres are inflated to the recommended levels, but still the rattle occurs.

My latest theory is that it's coming from the compartment in the ceiling for holding sunglasses. I've noticed that when it is open, there is a lot of lateral movement in the lid section. Next time I hear the noise, I'll investigate further.

Rattles aside, you may recall that I'm monitoring our car via a telematics system installed by In-Car Cleverness.

The Octavia was recently used as a photographer's tracking car for a shoot at the Chobham test track in Surrey. The telematics system is configured to flag up when it senses it is at a race or test track – a feature aimed at hire car companies who sometimes find that their motors end up on track days – and it duly raised the alarm with an alert.

However, I've also driven to Thruxton

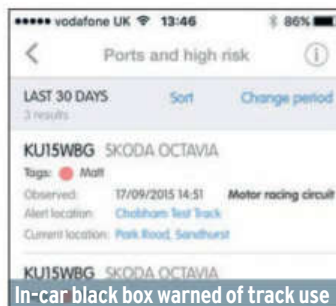
to spectate at a club race meeting, but this wasn't flagged up because our car stayed in the car park.

It's clever stuff, although I could be in trouble if it also monitors visits to drive-through burger restaurants.

matt.burt@haymarket.com

Skoda Octavia Estate Elegance 2.0 TDI

Price £24,580 **Price as tested** £27,205 **Economy** 51.2mpg **Faults** Mystery rattle **Expenses** None **Last seen** 16.9.15



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THE LOG BOOK

**Citroën C4 Cactus****Mileage** 6952 **Last seen** 30.9.15

The Cactus's boot is a decent size and shape, with ample space for a few big cases. The boot lip is quite high off the ground, though, and the boot floor sits far below it, so you're often forced to heave things in and out. The rear seatback only folds in one piece, too, so carrying larger items means sacrificing all the seat space in the back – not ideal. **LK**

**Mazda CX-3****Mileage** 3413 **Last seen** 16.9.15

Some readers have been in touch regarding my CX-3's erratic tyre pressure monitoring system. One chap with an older CX-5 kept getting a low tyre pressure warning light come on, the same as me. However, the car was actually only reminding him about monthly tyre checks that had been scheduled. I need to check my CX-3's settings to see if the same thing is happening here. **MF**

**Land Rover Defender****Mileage** 18,500 **Last seen** 23.9.15

On holiday recently, the Defender had a small moment, stationary in traffic, when the power cut out. I got out, locked it, unlocked it and got back in and it was okay. Then I forgot about it, until yesterday, when it did it again in a car park, and no amount of locking or unlocking fixed it. Time to find out if the approved used scheme is worth its salt. **MP**

Mercedes E-Class Estate

Mileage | **19,826** Our man eschews the jet set in favour of a more relaxed way to travel

A tale of two trips from England to the same hotel in Frankfurt.

An industry colleague leaves Leicestershire, has a hideous drive through the rush hour to Heathrow, parks, catches the bus from the long-term car park, takes half an hour to get through security, then endures a packed flight in horrid weather, followed by a long queue for passport control. He has to hang about to collect his luggage at the other end before finally being taken into town. I leave home exactly an hour before him, but I live in the Welsh borders and am delayed by an hour en route. We walk into the hotel lobby at precisely the same moment. But the biggest difference between our journeys is that I've travelled by car.

I'd like to say I did it to heed the call of the open road, but the truth is I was due at Spa the day after the second press day and could see little point in flying out, flying back, turning around and driving most of the way back again. Besides, while I'd already taken the E-Class to Scotland, I'd not yet done a properly long trip in it.

The advantages start long before you leave. Simply packing becomes a liberating experience; forget desperately squeezing everything into what you hope will pass for hand luggage and leaving behind literally



The E-Class takes a breather on its way to Germany

everything you absolutely, positively don't have to have. Instead, just fling it all in the boot of the Benz. Wellies, anoraks, folding chairs and tables – a complete survival kit for the Spa Six Hours, no less – all just disappear inside.

My worry had been the standard seats, easily the car's biggest flaw. Flat and firm, they are simply not very comfortable. But on this trip I learned that, like training shoes, there is a big difference between comfort and support. That day I did 572 miles in just under eight hours and emerged ache-free at the end. I cruised at inconspicuous speeds in England, France and Belgium, but wherever I could in Germany I parked the needle on 120mph, a speed the big estate, with its little 2.2-litre, 174bhp diesel engine, was happy to maintain even on mild gradients. Under such circumstances, an indicated 39.2mpg (probably a true 37mpg) for the duration

seemed fair. And on the dawn run to Spa two days later, it showed 136mph, which is likely to be fast enough for most.

It then became the tender car for the weekend and after it was all over – and for once my intrepid team-mates and I had actually finished the race – it took your very tired and mildly hungover correspondent quickly and quietly home on a single tank of diesel.

I'd like to say it was a bravura performance, a landmark trip that will live in my mind for ever, but it was neither of these things. It was just a long journey, amounting to almost 2000 miles, that required a car that was spacious, efficient and, above all, a nice place to spend a lot of hours. And the Benz was all of those things. In this kind of car, I don't think you can ask for more. **andrew.frankel@autocar.co.uk**

Mercedes-Benz E220 CDI AMG Sport Estate

Price new (2014) £38,555 **Price now** £27,950
Economy 44.1mpg **Faults** None
Expenses None **Last seen** 23.9.15



No time for detours: after Frankfurt, it's on to Spa

DEALS

Bargain new
and used motors



Car buyers get in on the Act

A new consumer law gives us more rights to reject faulty cars. **James Rupert** puts it to the test

A recent and not insignificant event had pretty much passed me by. In the days before the interweb, there might have been a public service information film about it, in which George Cole would tell you what was going on. I'm talking about the Consumer Rights Act 2015, which gives you greater powers to reject something you bought if it turns out to be faulty.

Oddly enough, under the new law, which came into force on 1 October, I took something – a V8-engined BMW X5 – back to where I bought it on the quite reasonable grounds that it had been rather misdescribed. I had warned the seller, who was trade, that if there was an issue, it was coming straight back. After a bit of a faff over the phone

for a week, I successfully returned it, and even got a refund on the tax. I think it was boneheaded persistence rather than anything else, but as I always tell everyone, it is important not to get fobbed off. So at least this new law should stop some fobbing. What, though, is the legal position?

Essentially, for the first time, a specific period of 30 days has been set during which you can reject a car and get a full refund – but you will have to prove that it is not of sufficient quality, not fit for purpose or not as described.

That could be challenging for some buyers, so take notes and photos to support your claim. There are legal definitions, of course, but I won't bore you with those when you can look that



Dealers have an opportunity to fix faults

up for yourself. The thing is, you do have to prove that the fault was present at the time of sale, and that could be tricky.

If you find a fault within six months of buying a car, it is presumed to have been there from the moment you bought it and the dealer is allowed one opportunity to repair it. If he fails, you can demand full or partial repayment. After six months, you must prove the fault existed when you bought the car.

The thing is, you do have to prove that the fault was present at the time of sale, and that could be tricky



P72 James Rupert
Used car expert



P74 Alan Taylor-Jones
Deals expert



P76 Nic Cackett
Data expert

James has used the new law to reject and return a BMW X5



This brings us to Volkswagen's oilburnermaggedon, which is gaining traction as a made-up word. However, under the Consumer Rights Act 2015, your claim is against the retailer, not the manufacturer. There's a bit of fun for a diesel ambulance chaser to work on – especially as the new law doesn't relate to sales before 1 October, when the legislation kicked in.

Thanks to the new law, used car buyers would seem to have more rights than ever. If that's genuinely the case, please use this new-found power wisely. I would also recommend that boneheaded persistence and diligent record keeping also help. Sadly, it's now too late for George Cole to don a trilby and tell it like it really is.

BANGERNOMICS BEST BUYS



READER'S CAR: NISSAN MICRA

Nick Walker's son Scott, and his friend Elliot, purchased this 64,000-mile, 2002 Nissan Micra 1.0 to tackle the Mongol Rally earlier this year. It cost £500. Ahead of the 10,000-mile journey, the car was serviced and had a new radiator.

"Apart from cosmetic touches, we fitted some additional lights to help with the dark roads in eastern Europe and Russia," says Nick. They found few asphalt roads when they got to Mongolia but, despite getting one puncture, made it to the finish. It's a testament to a plucky, British-built car.

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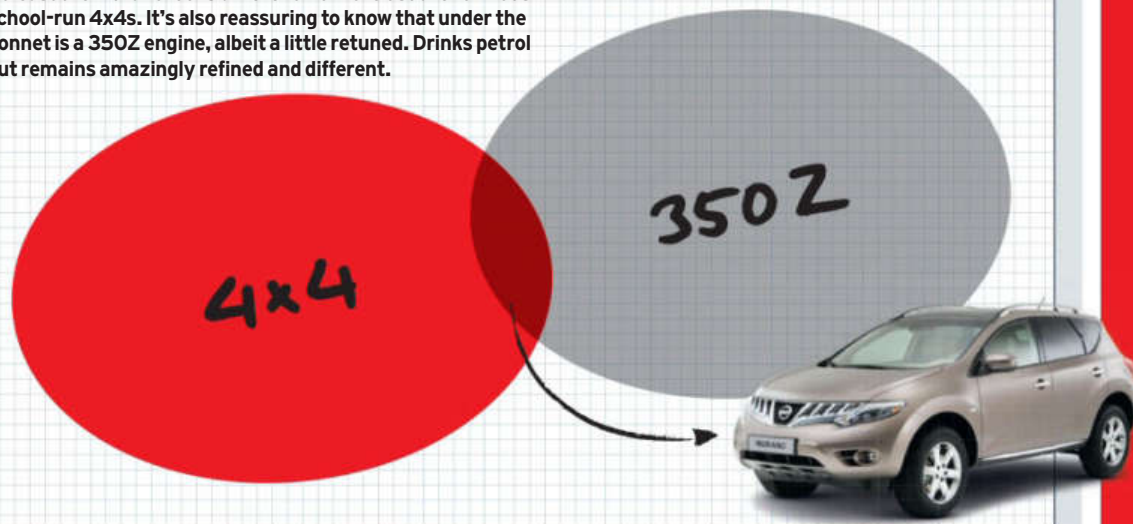
WHAT CAUGHT MY EYE THIS WEEK: FINANCE DEALS

A remarkable number of companies are targeting the marginal car buyer with easy payment (but high APR) used car deals. Okay, it gets them mobile – but at a price.



USED CAR DILEMMA: NISSAN MURANO

At least the Murano looks different from the usual enormous school-run 4x4s. It's also reassuring to know that under the bonnet is a 350Z engine, albeit a little retuned. Drinks petrol but remains amazingly refined and different.



Japanese oddities from £2500

Fancy something a little different? You might want to consider a Japanese import. **Alan Taylor-Jones** looks at some of the more unconventional options

1 Honda Beat (1991-1996)

The Beat has all the ingredients you'd want from a sports car, including a naturally aspirated mid-mounted motor that spins to more than 8000rpm, and very little weight. With prices starting at significantly less than £2000, what's the catch? The truth of the matter is that the Beat is tiny.

As one of Japan's heavily regulated Kei cars, it's barely three metres long and has just 660cc to push it along. But while it only produces 63bhp, it weighs just 760kg and has a genuine go-kart feel. A project car will be less than £1000, but budget nearer £2500 for a decent one that's ready to drive.



2



Mitsubishi Pajero Evolution (1997-1999)

It wasn't just the Lancer that got Mitsubishi's Evo treatment. In the 1990s the Pajero (or Shogun as we know it) got its very own homologation special that was arguably even wilder. Built for rally raiding, it received a 3.5-litre V6 with 276bhp, additional aluminium skidplates and a distinctive bodykit.

The bodykit housed much wider tracks courtesy of an all-new, fully independent suspension set-up. Mitsubishi's hard work paid off and the car dominated its Dakar Rally class.

Only 2500 were made, but they're surprisingly cheap; less than £10,000 will net you a good one.

Nissan Autech Stelvio Zagato (1989)

Mention the name 'Zagato' and you'll no doubt think of limited-run Astons or rare coachbuilt Italian cars, not a late-1980s Japanese super-coupé. So while Nissan may have dealt with the Autech's mechanicals, including a twin-turbo 3.0 V6, the cars were sent to Zagato in Italy for interiors and bodywork.

Ah yes, the bodywork. While it may feature the trademark 'double bubble' roof, this is a design that you could never call classically handsome, pretty or even vaguely attractive. Still, you do get aerodynamic door mirrors built into the front wings, and besides, how else will you get a Zagato for less than £30,000?

3





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USED CAR
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6



Toyota Will Vi (2000-2001)

If driving the most distinctive car possible is a priority, the Will Vi is for you. There really is nothing else like it. Designed to appeal to Japan's youth market, it was part of the 'neo-retro' movement that also gave us Nissan's Figaro. It manages to look both retro and futuristic at the same time, but the

mechanicals are pure Toyota Yaris.

This means a 1.3-litre engine mated to an automatic gearbox. It won't be fast or particularly fun to drive, but it shouldn't be too costly to run, either. Nor will it be that pricey to buy. Around £3000 is the going rate, with a few cars reaching the UK as grey imports.

4



Nissan Stagea RS Four (1996-2007)

This is the Skyline GT-R's more practical brother, sharing its RB-series straight six engine and many other bits. Go for a Series 2 Stagea and the turbocharged 2.5-litre engine will produce 276bhp.

Most RS Fours were four-speed autos, but transmission swaps aren't unheard of. One answer is to hunt down a rare 260RS model – basically an R33 Skyline GT-R estate. You'll pay between £3000 and £4000 for an RS Four but around three times that for a 260RS.

5



Mitsuoka Viewt (1993-present)

What do you get when you cross a Mk2 Jag with a small Nissan? The Viewt, a Micra that's been beaten with the retro stick. And not only do you get the Jag's face but they've also grafted on a boot.

Inside, there's leather and walnut veneer, but the car's humble roots are clear to see. That's fine, though, because the Micra is the automotive equivalent of a post-apocalypse cockroach, so is unlikely to cause any major issues. Budget £5000-£6000 for a good one.

NEW CARS A-Z

For full reviews of every car listed here, visit our website, autocar.co.uk

Autocar's star ratings explained

- ☆☆☆☆☆ Inherently dangerous/unsafe. Tragically, irredeemably flawed.
- ☆☆☆☆☆ Appalling. Massively significant failings.
- ☆☆☆☆☆ Very poor. Fails to meet any accepted class boundaries.
- ☆☆☆☆☆ Poor. Within acceptable class boundaries in a few areas. Still not recommendable.
- ☆☆☆☆☆ Off the pace. Below average in nearly all areas.
- ☆☆☆☆☆ Acceptable. About average in key areas, but disappoints.
- ☆☆☆☆☆ Competent. Above average in some areas, average in others. Outstanding in none.
- ☆☆☆☆☆ Good. Competitive in key areas.
- ☆☆☆☆☆ Very good. Very competitive in key areas, competitive in secondary respects.
- ☆☆☆☆☆ Excellent. Near class leading in key areas, and in some ways outstanding.
- ☆☆☆☆☆ Brilliant, unsurpassed. All but flawless.

Full road test on autocar.co.uk

Any car that has had a full Autocar road test is highlighted in yellow.

FOR FULL RESULTS see page 91

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
ABARTH				
500 3dr hatch Good value hot hatch. In Esseesse trim it's great fun to drive	★★★★☆			
1.4 T-Jet	£14205	133	155	26
500 CONVERTIBLE 2dr open Open-top hot hatch; has a softer ride than the tin-top car	★★★★☆			
1.4 16v Turbo T-Jet	£16005	133	155	27
ALFA ROMEO				
MITO 3dr hatch Classy, well equipped and cheap. No dynamic benchmark	★★★★☆			
0.9 TB TwinAir 105 Distinctive	£16160	103	98	13
0.9 TB TwinAir 105 QV Line	£16910	103	98	13
1.4 140 M'air T'act Distinctive	£17710	138	124	19
1.4 140 M'air T'act QV Line	£18460	138	124	20
1.4 170 M'air O'Verde	£20300	168	139	26
1.3 JTDm-2 85 Distinctive	£16745	94	90	11
1.6 JTDm-2 120 D'ive S-S	£17910	118	114	19
1.6 JTDm-2 120 QV Line	£18660	118	114	20
GIULIETTA 5dr hatch Stylish, rewarding family hatch. A new era for Alfa	★★★★☆			
2.0 JTDm 175 Excl. TCT	£25840	148	110	20
2.0 JTDm 175 QV Line TCT	£27590	148	110	20
1.4 TB 120 Progression	£18450	118	149	16
1.4 TB 120 Distinctive	£19700	118	149	16
1.4 TB Mult'ir 170 Distinctive	£21200	168	134	23
1.4 TB Mult'ir 170 Excl.	£22950	168	134	23
1.4 TB Mult'ir 170 Ex'ive TCT	£24245	168	121	23
1.4 TB Mult'ir 170 QV Line	£24700	168	134	23
1.4 TB Mult'ir 170 QV Line TCT	£25995	168	121	23
1.6 JDTM 105 Progression	£19500	103	114	16
1.6 JDTM 105 Distinctive	£20750	103	114	16
1.6 JDTM 105 Excl.	£22500	103	114	16
2.0 JTDm 150 Distinctive	£21930	148	110	20
2.0 JTDm 150 Excl.	£23680	148	110	20
2.0 JTDm 150 QV Line	£25430	148	110	20
4C 2dr coupé A singular statement. Flawed, perhaps, but the best current Alfa by miles	★★★★☆			
1.75T	£51500	237	159	50
ALPINA				
B3 2dr coupé Rapid, usable and cheaper alternative to an M3	★★★★☆			
3.0 S Biturbo	£51350	304	224	-
B5 4dr saloon Rapid, usable and cheaper alternative to an M3	★★★★☆			
3.0 S Biturbo	£50350	304	224	-
B3 CONVERTIBLE 2dr open Rapid, usable, cheaper alternative to an M3	★★★★☆			
3.0 S Biturbo	£56450	304	225	-
B3 TOURING 5dr estate Rapid, usable and cheaper alternative to an M3	★★★★☆			
3.0 S Biturbo	£51350	304	225	-
B5 4dr saloon Huge pace, but let down by uninvolved dynamics	★★★★☆			
3.0 Bi-Turbo	£71950	507	252	-
85 Biturbo	£71950	500	252	-
B5 TOURING 5dr estate Huge pace, but let down by uninvolved dynamics	★★★★☆			
85 Biturbo	£71950	500	255	-
BT 4dr saloon Makes sense on an autobahn but not for the UK	★★★★☆			
4.4 V8 Switch-tronic	£95850	500	282	-
4.4 V8 Switch-tronic LWB	£98850	500	282	-
D3 4dr saloon Precise dynamics with added Alpina kudos and a great engine	★★★★☆			
3.0D Biturbo	£46950	345	139	50
D5 4dr saloon Rapid, usable and cheaper alternative to an M5	★★★★☆			
3.0 Bi-Turbo	£55950	340	155	-
XD3 5dr 4x4 Alpina's first SUV is a triumph. Hugely fast, capable and desirable	★★★★☆			
3.0 XD3	£54950	345	-	49
ARIEL				
ATOM 0dr open Superbly fast track mentalism. As exhilarating as cars get	★★★★☆			
245	£29321	245	-	-
300	£34319	300	-	-
ASTON MARTIN				
RAPIDE 4dr saloon Four-door Aston is more practical, but just as charming	★★★★☆			
5.9 V12 S	£149995	550	355	-
VANTAGE 2dr coupé Stunning Brit sports car. V12 is a new benchmark for Aston	★★★★☆			
4.7 V8	£84995	420	299	-
4.7 V8 S	£99995	430	299	-
5.9 V12 S	£138000	565	388	50
VANTAGE ROADSTER 2dr open Drop-top suits the Vantage's relaxed nature	★★★★☆			
4.7 V8	£98995	420	299	-
Make and Model	Price	Bhp	CO₂ g/km	Insurance group
4.7 V8 S	£110700	430	299	-
5.9 V12 S	£150000	510	388	-
DB9 VOLANTE 2dr open Facelift a big improvement dynamically	★★★★☆			
5.9 V12	£141995	470	333	-
DB9 2dr coupé Enchanting looks, but ride is choppy. Manual the best	★★★★☆			
5.9 V12	£131995	470	333	-
VANQUISH 2dr coupé A British supercar for British roads. Looks the business, too	★★★★☆			
5.9 V12	£189995	565	335	-
AUDI				
A1 3dr hatch Audi's answer to the Mini. Fun and refined	★★★★☆			
1.4 TFSI 125 Sport	£16730	123	115	21
1.4 TFSI 125 S line	£18725	123	117	21
1.4 TFSI 150 S line	£19520	148	112	25
2.0 TFSI 150 S line	£25420	228	162	33
1.6 TDI 116 SE	£15430	114	92	19
1.6 TDI 116 Sport	£17405	114	92	19
1.6 TDI 116 S line	£19400	114	93	19
A1 5dr sportback Rear doors add convenience to an attractive package	★★★★☆			
1.4 TFSI 125 Sport	£17350	123	118	21
1.4 TFSI 125 S line	£19345	123	119	21
1.4 TFSI 150 S line	£20140	148	112	25
2.0 TFSI 150 S line	£26155	228	166	33
1.6 TDI 116 SE	£16050	114	92	19
1.6 TDI 116 Sport	£18025	114	92	19
1.6 TDI 116 S line	£20020	114	93	19
A3 3dr hatch Classy interior, stable handling and good engines. Second only to the Golf	★★★★☆			
1.2 TFSI 110 SE	£18615	108	117	17
1.6 TDI 110 ultra SE Technik	£21615	108	89	17
2.0 TFSI 150 S line	£29945	148	129	26
2.0 TDI 184 quattro Sport	£27795	148	127	26
2.0 TDI 184 S line	£24885	148	112	27
2.0 TDI 184 Sport	£28985	148	112	27
2.0 TFSI 300 quattro S3	£30980	296	162	36
1.2 TFSI 110 Sport	£20015	108	117	17
1.2 TFSI 110 S line	£22125	108	114	18
1.4 TFSI 125 SE	£19915	123	122	18
1.4 TFSI 125 Sport	£21315	123	122	19
1.4 TFSI 125 S line	£23465	123	124	20
1.4 TFSI 125 SE ACT	£20765	148	109	23
1.4 TFSI 150 Sport ACT	£22165	148	109	23
1.4 TFSI 150 S line ACT	£24315	148	111	24
1.8 TFSI 180 Sport	£23905	178	135	26
1.8 TFSI 180 quattro Sport	£26830	178	149	27
1.8 TFSI 180 S line	£26055	178	135	27
1.8 TFSI 180 quattro S line	£29055	178	153	28
1.6 TDI 110 ultra SE	£20865	108	89	17
1.6 TDI 110 Sport	£22265	108	105	17
1.6 TDI 110 S line	£24415	108	107	18
2.0 TDI 150 SE	£22215	148	108	21
2.0 TDI 150 SE Technik	£22965	148	108	23
2.0 TDI 150 Sport	£23615	148	108	21
2.0 TDI 150 S line	£25765	148	109	21
A3 4dr saloon All the A3's standard attributes in a saloon body. S3 great looking	★★★★☆			
1.4 TFSI 150 ACT Sport	£23335	148	110	23
1.6 TDI 110 S line	£25585	108	106	18
1.8 TFSI 180 quattro S line	£30225	178	153	28
1.8 TFSI 180 quattro Sport	£28000	178	149	25
1.8 TFSI 180 Sport	£25075	178	135	23
2.0 300 quattro S3	£33580	296	164	36
2.0 TDI 150 Sport	£24785	148	107	23
1.4 TFSI 150 ACT S line	£25485	148	112	24
1.8 TFSI 180 S line	£27225	178	135	24
1.6 TDI 110 Sport	£23435	108	104	17
2.0 TDI 150 S line	£26935	148	108	24
2.0 TDI 184 Sport	£26055	181	112	27
2.0 TDI 184 S line	£28205	181	114	28
2.0 TDI 184 quattro Sport	£28965	181	127	26
2.0 TDI 184 quattro S line	£31115	181	129	26
A3 5dr sportback Classy interior, stable handling and good engines. Second only to the Golf	★★★★☆			
1.4 TFSI 125 S line	£24085	123	124	20
1.4 TFSI 125 Sport	£21935	123	122	19
1.8 TFSI 180 quattro S line	£29675	178	153	28
1.8 TFSI 180 S line	£26675	178	135	27
1.8 TFSI 180 Sport	£24525	178	135	26
2.0 TDI 150 S line	£26385	148	109	21
2.0 TDI 150 SE	£22835	148	108	21
2.0 TDI 150 Sport	£24235	148	108	21
2.0 TDI 184 quattro S line	£30565	175	129	26
2.0 TFSI 300 quattro S3	£31600	296	162	36
1.2 TFSI 110 SE	£19235	108	117	17
1.2 TFSI 110 Sport	£20635	108	117	17
1.2 TFSI 110 S line	£22745	108	114	18
1.4 TFSI 125 SE	£20535	123	122	18
1.4 TFSI 150 SE ACT	£21385	148	112	23
1.4 TFSI 150 Sport ACT	£22785	148	112	23
1.4 TFSI 150 S line ACT	£24935	148	114	24
1.4 TFSI 150 e-tron	£35340	201	37	29
1.8 TFSI 180 quattro Sport	£27450	178	149	27
1.6 TDI 110 ultra SE	£21485	108	89	17
1.6 TDI 110 ultra SE Technik	£22235	108	89	17
1.6 TDI 110 Sport	£22885	108	105	17
1.6 TDI 110 S line	£25035	108	107	18
2.0 TDI 150 SE Technik	£23585	148	108	23
2.0 TDI 184 Sport	£25505	175	127	26
2.0 TDI 184 quattro Sport	£28415	175	127	26
2.0 TDI 184 S line	£27655	175	128	26
A3 CABRIOLET 2dr open A measured success, but the usual sacrifices make it fun free	★★★★☆			
1.4 TFSI 150 S line	£29675	148	118	26
1.4 TFSI 150 SE	£26125	148	116	24
1.4 TFSI 150 Sport	£27525	148	116	25
1.8 TFSI 180 S line Au	£32895	178	133	29
1.8 TFSI 180 Sport Au	£30745	178	133	29
2.0 TDI 150 S line	£31125	148	115	27
2.0 TDI 150 SE	£27575	148	113	24
2.0 TDI 150 Sport	£28975	148	115	25
1.8 TFSI 180 Sport	£29265	178	140	29
1.8 TFSI 180 quattro Sport	£32225	178	154	29
1.8 TFSI 180 S line	£31415	178	140	31
1.8 TFSI 180 quattro S line	£34415	178	157	32
2.0 TFSI 300 quattro S3	£39245	296	165	42
1.6 TDI 110 SE	£26225	108	110	17
1.6 TDI 110 Sport	£27625	108	110	18
1.6 TDI 110 S line	£29775	108	112	20
2.0 TDI 184 Sport	£30245	181	117	30
2.0 TDI 184 S line	£32395	181	119	31
2.0 TDI 184 quattro S line	£35435	181	134	31
2.0 TDI 184 quattro Sport	£33285	181	132	30
A4 4dr saloon Highly competent and quality laden; leaves the dynamic finesse to its rivals	★★★★☆			
2.0 TDI 150 Black Edition	£31005	148	119	24
2.0 TDI 150 S line	£30320	148	119	23
2.0 TDI 150 SE	£28855	148	127	23
2.0 TDI 150 SE Technik	£30275	148	127	23
2.0 TFSI 225 quattro Black Edit	£32960	175	120	27
2.0 TFSI 225 quattro S line	£34520	222	155	33
2.0 TFSI 225 quattro S line	£35000	222	155	33
2.0 TFSI 225 quattro SE	£31645	222	155	32
2.0 TFSI 225 quattro SE Technik	£32945	222	155	33
1.8 TFSI 120 SE	£25485	118	151	19
1.8 TFSI 120 SE Technik	£23685	118	151	19
1.8 TFSI 120 S line	£27240	118	151	20
1.8 TFSI 120 Black Edition	£28015	118	151	20
1.8 TFSI 170 SE	£26000	168	134	25
1.8 TFSI 170 SE Technik	£27420	168	134	24
1.8 TFSI 170 S line	£28855	168	134	26
1.8 TFSI 170 Black Edition	£29630	168	134	26
3.0 V6 333 S4	£39610	328	178	36
3.0 V6 333 S4 Black Edition	£40685	328	178	36
2.0 TDIe 136 SE Technik	£28600	134	112	23
2.0 TDIe 136 SE	£27600	134	112	23
2.0 TDI 163 Ultra SE	£28320	161	109	27
2.0 TDI 163 Ultra SE Technik	£29740	161	109	27
2.0 TDI 177 S line	£31175	175	120	27

AUTOCAR TOP FIVES

Lightweights



1 Ariel Nomad From £36,000
If there were simply a list of our top five favourite cars, the Nomad might just top it. A revelation and a riot. ★★★★★



2 Morgan 3 Wheeler From £31,000
The eccentric, characterful and deftly brilliant Morgan is a three-wheeled testament to English creativity. ★★★★★



3 Caterham Seven 360R From £30,000
The sweet spot in the revised range, it's remapped 2.0 Duratec providing just the right level of performance. ★★★★★



4 Lotus Elise S Cup From £43,000
Road-going version of the racing Elise. Suspension mods help to make it an unbridled joy. Justifies its price tag. ★★★★★



5 Zenos E10 S From £30,000
The latest in a line of mid-engined British marvels. Earns its stripes immediately. Expect a dedicated following. ★★★★★

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
4.2 V8 RS5	£69555	444	249	47
2.0 TDI 177 SE	£34575	175	127	29
2.0 TDI 177 S line	£37825	175	127	30
3.0 TDI 204 S line	£41555	201	138	33
3.0 TDI 245 quattro S line	£45220	242	167	39
A6 4dr saloon The best sprung Audi saloon, and one of the most appealing full stop				
★ ★ ★ ★ ★	★ ★ ★ ★ ★	★ ★ ★ ★ ★	★ ★ ★ ★ ★	★ ★ ★ ★ ★
3.0 bitDI 320 quattro Black Ed	£51165	316	164	44
3.0 bitDI 320 quattro S line	£48990	316	159	43
3.0 TDI 218 Black Edition	£43135	215	127	35
3.0 TDI 218 quattro Black Edn	£44895	215	138	40
3.0 TDI 218 quattro S line	£42720	215	133	39
3.0 TDI 218 quattro SE	£40195	215	133	39
4.0 TFSI 450 S6	£46455	268	138	42
4.0 TFSI 450 S6	£56545	429	214	47
2.0 TDI 190 Ultra SE	£32295	187	113	32
2.0 TDI 190 Ultra S line	£34820	187	114	33
3.0 TDI 190 Ultra Black Edn	£36995	187	119	33
3.0 TDI 218 SE	£38435	215	122	34
3.0 TDI 218 S line	£40960	215	122	35
3.0 TDI 272 quattro SE	£41755	268	133	41
3.0 TDI 272 quattro S line	£44280	268	133	41
3.0 bitDI 320 quattro SE	£46465	316	159	43
A6 AVANT 5dr estate A capable stress buster; bit of a giant killer				
★ ★ ★ ★ ★	★ ★ ★ ★ ★	★ ★ ★ ★ ★	★ ★ ★ ★ ★	★ ★ ★ ★ ★
3.0 bitDI 320 quattro Black Ed	£53330	316	169	44
3.0 bitDI 320 quattro S line	£51040	316	164	43
3.0 TDI 218 Black Edition	£45185	215	130	35
3.0 TDI 218 quattro Black Edn	£46960	215	144	40
3.0 TDI 218 quattro S line	£44770	215	138	39
3.0 TDI 218 quattro SE	£42245	215	138	39
3.0 TDI 272 quattro Black Edn	£48520	268	144	42
4.0 TFSI 560 RS6	£78790	552	223	50
4.0 TFSI 450 S6	£58545	429	214	47
2.0 TDI 190 Ultra SE	£34345	187	118	32
2.0 TDI 190 Ultra S line	£36870	187	119	33
3.0 TDI 190 Ultra Black Edn	£39045	187	124	33
3.0 TDI 218 SE	£40485	215	125	34
3.0 TDI 218 S line	£43010	215	125	35
3.0 TDI 272 quattro SE	£43805	268	138	41
3.0 TDI 272 quattro S line	£46330	268	138	41
3.0 bitDI 320 quattro SE	£48515	316	164	43
A6 ALLROAD 5dr estate Rugged 4x4 A6. Even more pricey				
★ ★ ★ ★ ★	★ ★ ★ ★ ★	★ ★ ★ ★ ★	★ ★ ★ ★ ★	★ ★ ★ ★ ★
3.0 TDI 218 quattro	£45755	215	149	39
3.0 TDI 218 quattro Sport	£49455	215	149	39
3.0 TDI 272 quattro	£47315	268	149	42
3.0 TDI 272 quattro Sport	£51015	268	149	42
3.0 bitDI 320 quattro	£52125	316	172	44
3.0 bitDI 320 quattro Sport	£55825	316	172	44
A7 SPORTBACK 5dr hatch A good mix of luxury, practicality and driver reward				
★ ★ ★ ★ ★	★ ★ ★ ★ ★	★ ★ ★ ★ ★	★ ★ ★ ★ ★	★ ★ ★ ★ ★
3.0 TFSI 333 quattro S line	£53045	328	182	44
3.0 TFSI 333 quattro Black Ed	£55395	328	182	44
3.0 TDI 218 Ultra SE Exec	£48915	215	124	37
3.0 TDI 218 Ultra S line	£48705	215	128	38
3.0 TDI 218 quattro SE Executi	£47670	215	138	41
3.0 TDI 218 quattro S line	£50480	215	142	41
3.0 TDI 218 quattro Black Ed	£52830	215	142	42
3.0 TDI 272 quattro SE Executi	£50255	268	138	43
3.0 TDI 272 quattro S line	£53060	268	142	43
3.0 TDI 272 quattro Black Ed	£55410	268	142	43
3.0 bitDI 320 quattro S line	£56730	316	167	45
3.0 bitDI 320 quattro Black Ed	£59080	316	167	45
A8 4dr saloon Stylish, comfortable and solid. A convincing exec saloon				
★ ★ ★ ★ ★	★ ★ ★ ★ ★	★ ★ ★ ★ ★	★ ★ ★ ★ ★	★ ★ ★ ★ ★
3.0 TDI 258 quattro SE Exec	£62185	247	155	46
2.0 TFSI 245 Hybrid	£64280	208	144	42
2.0 TFSI 245 Hybrid L	£68285	208	148	43
3.0 TFSI 310 quattro Sport Exec	£64290	309	183	46
3.0 TFSI 310 quattro Sport Exe	£67890	308	183	46
4.0 TFSI 435 quattro SE Exec L	£76160	429	216	49
4.0 TFSI 435 quattro Sport Exe	£79760	429	216	49
4.0 TFSI 520 S8	£80735	513	216	49
6.3 W12 500 quattro L	£97920	493	254	50
3.0 TDI 258 quattro SE	£59580	254	155	46
3.0 TDI 258 quattro SE L	£63545	254	158	46
3.0 TDI 258 quattro SE Exec L	£66150	247	158	46
3.0 TDI 258 quattro Sport Exec	£65785	254	155	46
3.0 TDI 258 quattro Sport Ex L	£69750	254	158	47
4.2 TDI 385 quattro SE Exec	£72835	380	189	50
4.2 TDI 385 quattro SE Ex L	£76800	346	190	50
4.2 TDI 385 quattro Sport Exec	£76390	380	194	50
4.2 TDI 385 quattro Sport Ex L	£80355	380	197	50
Q3 5dr 4x4 Typically refined and competent, but feels more A3 than SUV				
★ ★ ★ ★ ★	★ ★ ★ ★ ★	★ ★ ★ ★ ★	★ ★ ★ ★ ★	★ ★ ★ ★ ★
1.4 TFSI 150 SE	£25380	138	128	19
1.4 TFSI 150 S line	£28060	138	131	20
2.0 TFSI 180 quattro SE	£29640	176	152	27
2.0 TFSI 180 quattro S line	£32190	176	155	27
2.0 TFSI 180 quattro S II Plus	£34540	176	161	28
2.5 TFSI 340 quattro RS	£45540	335	203	37

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MONTO 2dr open An F-22 Raptor for the road. Only better built

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Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group		
0.9 Tce Laureate	£8795	89	116	7	0.9 Twinair 105 S	£17020	84	92	15	1.2 Metal	£11445	68	115	5	2.0 T250 Ecoboost ST-3	£26295	247	159	36		
1.2 Access	£5995	74	135	2	0.9 Twinair 85 Colour Therapy	£14970	84	92	15	B-MAX 5dr mpv	Fiesta dynamics and sliding door	★★★★☆	1.5 TDCi 95 Style	£18295	94	98	11				
1.2 Ambiance	£6795	74	135	2	0.9 Twinair 85 60	£17690	84	92	15	access make the B-Max a cut above	★★★★☆	1.5 TDCi 120 Zetec	£19795	118	98	11					
1.2 Laureate	£7995	74	135	2	0.9 Twinair 85 S	£16540	84	92	15	1.0 EcoBoost 100 Zetec	£15495	99	119	9	1.5 TDCi 120 Zetec S	£21045	118	98	11		
1.5 dCi Ambiance	£8595	89	99	8	1.2 Colour Therapy	£13770	68	113	10	1.0 EcoBoost 100 Titanium	£16695	99	119	10	1.5 TDCi 120 Titanium	£21295	118	98	11		
1.5 dCi Laureate	£9795	89	99	10	1.2 60	£16490	68	113	10	1.0 EcoBoost 125 Zetec S-S	£16095	118	99	13	1.5 TDCi 120 Titanium X	£23295	118	98	11		
SANDERO STEPWAY 5dr hatch More expensive					1.2 S	£15240	68	113	10	1.0 EcoBoost 125 Titanium S-S	£17295	118	99	13	1.6 TDCi 95 Style	£18195	94	109	11		
- but still limited					1.3 MultiJet 60	£18890	94	97	18	1.0 EcoBoost 125 Titanium X	£18495	118	99	13	1.6 TDCi 115 Zetec	£19695	114	109	16		
0.9 Tce Ambiance	£8395	89	125	-	1.3 MultiJet S	£17640	94	97	18	1.4 90 Studio	£13095	89	139	7	1.6 TDCi 115 Zetec S	£20945	114	109	16		
0.9 Tce Laureate	£9995	89	125	-	1.4 16v Turbo T-Jet Abarth	£16005	133	155	27	1.4 90 Zetec	£14895	89	139	8	1.6 TDCi 115 Titanium	£21195	114	109	16		
1.5 dCi Ambiance	£9395	89	105	-	0.9 Twinair 85 Lounge S-S	£16390	84	92	15	1.6 105 Zetec Powershift	£16595	103	149	10	2.0 TDCi 150 Titanium	£22635	148	109	16		
1.5 dCi Laureate	£10995	89	105	-	1.2 Pop S-S	£17540	84	92	15	1.6 105 Titanium Powershift	£17795	103	149	11	2.0 TDCi 150 Titanium X	£24635	148	109	-		
LOGAN MCV 5dr estate Lacks its stablemates					0.9 Twinair 105 Cult	£18020	103	92	15	1.5 TDCi 75 Zetec	£16295	74	109	8	2.0 TDCi 185 ST	£22495	178	110	34		
Cheap. Certainly retains the cheap					1.2 Pop S-S	£13690	68	113	9	1.6 TDCi 95 Zetec	£16795	94	104	10	2.0 TDCi 185 ST-2	£23995	178	110	35		
0.9 Ambiance	£8595	89	116	9	1.2 Lounge S-S	£15090	68	113	10	1.6 TDCi 95 Titanium	£17995	94	104	11	2.0 TDCi 185 ST-3	£26295	178	110	36		
0.9 Laureate	£9795	89	116	11	1.2 Cult	£16240	68	113	10	FIESTA 3dr hatch Stylish and wonderfully engaging.					FOCUS 5dr estate Well-mannered and comfortable. An						
1.2 Access	£6995	74	135	4	1.3 MultiJet Lounge	£17490	94	97	18	The best supermini	★★★★☆	1.0 EcoBoost 100 Zetec S-S	£15195	99	119	9	Octavia carries more				
1.2 Ambiance	£7795	74	135	4	1.3 MultiJet Cult	£18640	94	97	18	1.6 105 Zetec Powershift	£15045	103	138	12	1.0 T100 Ecoboost Style	£18695	99	109	10		
1.2 Laureate	£8995	74	135	5	500L 5dr mpv A costly option, but has the style to fill					1.0 80 Zetec S-S	£13695	79	99	6	1.0 T100 Ecoboost Titanium	£21195	99	109	10		
1.5 dCi Ambiance	£9595	84	99	11	out of some of its missing substance	★★★★☆	1.4 95 Pop	£13390	94	145	10	1.0 T100 Ecoboost Titanium X	£14695	79	99	7	1.0 T100 Ecoboost Titanium X	£23195	99	109	10
1.5 dCi Laureate	£10795	84	99	12	0.9 Twinair Pop Star	£16690	103	112	11	1.4 95 Pop Star	£15550	94	145	10	1.0 T100 Ecoboost Zetec S-S	£19695	99	109	10		
DUSTER 5dr 4x4 Cheap, but cheerfully robust.					0.9 Twinair Lounge	£18090	103	112	11	1.6 16v 105 Access 2WD	£11495	103	185	5	1.0 T125 Ecoboost Titanium S-S	£21695	123	110	14		
Surprisingly convincing presence					0.9 Twinair Trekking	£18790	103	119	11	1.6 16v 105 Access 4WD	£11995	106	130	10	1.0 T125 Ecoboost Titanium X	£23695	123	110	14		
1.6 16v 105 Access 2WD	£9495	103	165	6	1.4 95 Pop Star	£15550	94	145	10	1.5 dCi 110 Ambiance 2WD	£13995	107	135	10	1.0 T25 Ecoboost Zetec S	£21445	123	110	14		
1.6 16v 105 Access 4WD	£11495	103	185	5	1.4 95 Lounge	£16950	94	145	10	1.5 dCi 110 Laureate 4WD	£13495	106	130	11	1.5 TDCi 120 Titanium	£22395	118	98	11		
1.5 dCi 110 Ambiance 2WD	£11995	106	130	10	1.4 95 Trekking	£17650	94	149	8	1.5 dCi 110 Laureate 4WD	£15495	107	135	10	1.5 TDCi 120 Titanium X	£24395	118	98	11		
1.5 dCi 110 Ambiance 4WD	£13995	107	135	10	1.4 120 Pop Star	£17195	118	159	10	1.4 120 Lounge	£18595	118	159	10	1.5 TDCi 120 Zetec	£20895	118	98	11		
1.5 dCi 110 Laureate 2WD	£13495	106	130	11	1.4 120 Trekking	£19295	118	159	10	1.4 120 Lounge	£18595	118	159	10	1.5 TDCi 120 Zetec S	£22145	118	98	11		
1.5 dCi 110 Laureate 4WD	£15495	107	135	10	1.3 MultiJet 85 Pop Star	£17040	83	110	8	1.4 120 Trekking	£19295	118	159	10	1.5 TDCi 95 Style	£19395	94	98	11		
FERRARI					1.3 MultiJet 85 Lounge	£18440	83	110	9	1.6 105 Titanium Powershift	£16045	103	138	12	1.5 T150 Ecoboost Titanium	£22195	148	128	14		
F12 2dr coupé Proper V12 Ferrari with serious exclusivity					1.3 MultiJet 85 Trekking	£19140	83	114	7	1.6 T180 Ecoboost ST	£17545	180	138	30	1.5 T150 Ecoboost Zetec S	£21945	148	128	14		
and appeal					1.3 MultiJet 105 Pop Star	£18040	103	117	17	1.6 T180 Ecoboost ST2	£18545	180	138	30	1.5 T182 Ecoboost Titanium X	£24920	180	128	14		
6.3 V12	£239352	730	350	50	1.6 MultiJet 105 Pop Star	£19440	103	117	18	1.6 T180 Ecoboost ST3	£19545	180	138	30	1.6 105 Style	£18180	103	139	11		
FF 2dr coupé Four-door Ferrari estate has appeal but					1.6 MultiJet 105 Lounge	£19440	103	117	18	1.5 TDCi 75 Style	£13995	74	98	8	1.6 125 Style auto	£19945	123	146	14		
lacks classic DNA					1.6 MultiJet 105 Trekking	£20140	103	122	15	1.5 TDCi 75 Zetec	£14795	74	98	9	1.6 125 Zetec	£20945	123	146	14		
6.3 V12	£227077	651	360	50	1.6 MultiJet 120 Pop Star	£18540	118	120	17	1.5 TDCi 75 Titanium	£15795	74	98	9	1.6 125 Titanium auto	£22445	123	146	14		
CALIFORNIA 2dr open Sleek, comfortable and fast.					1.6 MultiJet 120 Lounge	£19940	118	120	17	1.6 TDCi 95 Style ECOnetic S-S	£14945	94	87	11	1.6 TDCi 115 Titanium	£22295	114	109	16		
Now with turbocharger					1.6 MultiJet 120 Trekking	£20640	118	120	17	1.6 TDCi 95 Zetec ECOnetic S-S	£15495	94	87	12	1.6 TDCi 115 Zetec	£20795	114	109	16		
4.3 V8	£152086	483	270	50	500L MPV 5dr mpv As above but with seven seat					1.6 TDCi 95 Zetec S	£16145	94	95	12	1.6 TDCi 115 Zetec S	£22045	114	109	16		
3.9 V8 T	£154490	552	250	50	flexibility in its more expensive format	★★★★☆	1.6 TDCi 95 Titanium ECOnetic	£16495	94	87	12	1.6 TDCi 115 Style	£19295	94	109	11					
458 2dr coupé The complete supercar. Calm ride,					1.6 MultiJet 120 Lounge 7st	£21380	118	117	17	1.6 TDCi 95 Titanium X	£17295	94	95	13	2.0 TDCi 150 Titanium	£23735	148	109	16		
explosive performance					1.6 MultiJet 120 Pop Star 7st	£19880	118	117	17	FIESTA 5dr hatch Stylish and wonderfully engaging.					comfortable, rewarding						
4.5 V8 Italia	£178461	570	307	50	0.9 TwinAir 105 Pop Star 7st	£17330	103	112	11	The best supermini	★★★★☆	2.0 TDCi 185 ST-2	£25095	178	110	34					
4.5 V8 Special	£208090	597	275	50	1.4 95 Pop Star 105 Lounge 7st	£18830	103	112	11	1.25 82 Style	£12995	80	120	7	2.0 TDCi 185 ST	£27395	178	110	34		
458 SPIDER 2dr open The complete supercar. Minus					1.4 95 Pop Star Sst	£15840	94	145	9	1.6 105 Titanium Powershift	£16645	103	138	12	2.0 T250 Ecoboost ST	£23595	247	159	36		
roof. A world-class head turner					1.4 95 Lounge Sst	£17340	94	145	9	1.6 105 Zetec Powershift	£15645	103	138	12	2.0 T250 Ecoboost ST-2	£25095	247	159	36		
4.5 V8	£198906	570	275	50	1.3 MultiJet 85 Pop Star 7st	£18380	83	110	8	1.0 80 Zetec S-S	£14295	79	99	6	2.0 T250 Ecoboost ST-3	£27395	247	159	36		
FIAT					1.3 MultiJet 85 Lounge 7st	£19880	83	110	9	1.0 80 Titanium S-S	£15295	79	99	7	2.0 TDCi 150 Titanium X	£25735	148	109	16		
PANDA 5dr hatch Cheap, practical and very nearly					1.6 MultiJet 105 Pop Star 7st	£19380	103	117	17	1.0 T100 Ecoboost Zetec S-S	£14795	99	119	11	MONDEO 5dr hatch Still the best big saloon. Practical,						
spot on					1.6 MultiJet 105 Lounge 7st	£20880	103	117	17	1.0 T100 Ecoboost Titanium S-S	£15795	99	119	11	comfortable, rewarding						
0.9 Twinair 85 4x4 Antartica	£14995	84	105	6	500X 5dr hatch Familiar styling works rather well as a					1.0 T100 Ecoboost Titanium X S-S	£17045	99	119	11	1.5 EcoBoost 160 Zetec	£21345	158	134	23		
0.9 Twinair 85 Trekking	£13075	84	105	6	crossover. Drives okay, too	★★★★☆	1.0 T125 Ecoboost Titanium S-S	£16295	123	99	16	1.5 EcoBoost 160 Titanium	£22545	158	134	23					
1.3 MultiJet 75 4x4 Antartica	£15995	74	125	7	1.4 MultiAir 140 Pop Star	£17595	138	139	-	1.0 T125 Ecoboost Titanium X S-S	£17545	123	99	16	2.0 EcoBoost 240 Titanium	£26045	237	169	-		
0.9 Twinair 85 Easy	£11375	84	99	7	1.4 MultiAir 140 Lounge	£19345	138	-	-	1.25 62 Style	£12495	59	120	4	1.6 TDCi 115 Style	£21095	113	94	17		
0.9 Twinair 85 Lounge	£11875	84	99	7	1.4 MultiAir 140 Cross	£18595	138	-	-	1.25 82 Zetec	£13795	80	120	7	1.6 TDCi 115 Zetec	£22095	113	94	17		
0.9 Twinair 85 4x4	£14575	84	114	7	1.4 MultiAir 140 Cross Plus	£20345	138	-	-	1.5 TDCi 75 Style	£14595	74	98	8	1.6 TDCi 115 Titanium	£23295	113	94	17		
1.2 Pop	£9375	68	120	3	1.3 MultiJet 95 Pop Star	£18095	94	109	-	1.5 TDCi 75 Zetec	£15395	74	98	9	2.0 TDCi 150 Titanium	£21845	148	107	23		
1.2 Easy	£10175	68	120	3	1.6 MultiJet 120 Pop Star	£19095	118	-	-	1.5 TDCi 75 Titanium	£16395	74	98	9	2.0 TDCi 150 Zetec	£22845	148	107	23		
1.2 Lounge	£10675	68	120	3	1.6 MultiJet 120 Lounge	£20845	118	-	-	1.6 TDCi 95 Style ECOnetic S-S	£15545	94	87	11	2.0 TDCi 150 Titanium	£23795	148	115	23		
1.3 MultiJet 75 Pop	£11575	74	104	7	1.6 MultiJet 120 Cross	£20095	118	-	-	1.6 TDCi 95 Zetec ECOnetic S-S	£16095	94	87	12	2.0 TDCi 150 Titanium Econetic	£24045	148	107	23		
1.3 MultiJet 75 Easy	£12375	74	104	7	1.6 MultiJet 120 Cross Plus	£21845	118	-	-	1.6 TDCi 95 Titanium ECOnetic	£17095	94	87	12	2.0 TDCi 180 Titanium	£25045	178	115	27		
1.3 MultiJet 75 Lounge	£12875	74	104	7	2.0 MultiJet 140 Cross AWD	£24095	118	147	-	1.6 TDCi 95 Titanium X	£17895	94	95	13	MONDEO 5dr estate A vast and enjoyable estate.						
1.3 MultiJet 75 Trekking	£14075	74	109	7	2.0 MultiJet 140 Cross Plus AWD	£25845	118	147	-	ECOSPORT 5dr hatch Pumped up Fiesta, okay but					Reasonably priced.						
1.3 MultiJet 75 4x4	£15575	74	125	7	PUNTO 3dr hatch MultiAir tech improves appeal and economy. Still heavily dated though					1.0 EcoBoost 125 Titanium	£15995	123	125	11	1.5 EcoBoost 160 Zetec	£22580	158	134	23		
500 3dr hatch Super desirable, cute city car. Pleasant,					1.2 8v Easy	£11275	68	126	6												

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Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
2.0 TDCi 180 Titanium X AWD	£29095	177	135	22
C-MAX 5dr mpv As fun to drive as it is easy to live with	★★★★★			
1.0 T100 EcoBoost Zetec S-S	£18695	99	117	10
1.0 T125 EcoBoost Zetec S-S	£19195	123	117	10
1.0 T100 EcoBoost Titanium S-S	£20195	99	117	10
1.0 T125 EcoBoost Titanium S-S	£20695	123	117	10
1.0 T125 EcoBoost Titanium X SS	£22695	123	117	14
1.6 105 Zetec	£17655	103	149	11
1.6 T150 EcoBoost Titanium S-S	£20855	148	144	19
1.6 T182 EcoBoost Titanium X SS	£23605	180	144	22
1.6 T100 115 Zetec	£19150	114	117	16
1.6 T100 115 Titanium	£20650	114	117	16
1.6 T100 115 Titanium X	£22650	114	117	16
2.0 TDCi 140 Titanium	£21725	138	129	20
2.0 TDCi 163 Titanium X	£24225	161	129	22
GRAND C-MAX 5dr mpv Fun and practical small seven seater	★★★★★			
1.0 T100 EcoBoost Zetec S-S	£20295	99	119	10
1.0 T125 EcoBoost Zetec S-S	£20795	123	119	10
1.0 T100 EcoBoost Titanium S-S	£21795	99	119	10
1.0 T125 EcoBoost Titanium S-S	£22295	123	119	10
1.0 T125 EcoBoost Titanium X SS	£22995	99	119	14
1.6 T150 EcoBoost Titanium S-S	£22250	148	149	19
1.6 T182 EcoBoost Titanium X SS	£24950	180	149	22
1.6 T100 115 Zetec	£20450	114	124	16
1.6 T100 115 Titanium	£22045	114	124	16
1.6 T100 115 Titanium X	£24045	114	124	16
2.0 TDCi 140 Titanium	£32350	138	134	20
2.0 TDCi 163 Titanium X	£25750	161	134	22
S-MAX 5dr mpv Proot that MPVs need not be boring or ungainly. Still the benchmark	★★★★★			
1.6 T160 EcoBoost Zetec S-S	£23310	158	159	18
1.6 T160 Eco Titanium S-S	£25610	158	159	18
2.0 TDCi EcoBoost Titanium auto	£26735	200	189	22
2.0 240 Tlt. X Sp. Au.	£31485	237	194	27
1.6 T100 115 Zetec S-S	£24110	114	139	16
1.6 T100 115 Eco Titanium S-S	£25860	114	139	17
2.0 TDCi 140 Zetec	£24295	138	139	17
2.0 TDCi 140 Titanium	£26045	138	139	18
2.0 TDCi 163 Titanium	£26645	161	139	19
2.0 TDCi 163 Tlt. X Sp.	£30395	161	139	21
2.2 TDCi 200 Titanium	£27870	197	174	26
2.2 TDCi 200 Tlt. X Sp.	£31620	197	174	26
GALAXY 5dr mpv Huge seven-seater MPV. Easy to place on the road. Not cheap	★★★★★			
2.2 TDCi 200 Titanium X	£32875	197	179	27
1.6 T160 EcoBoost Zetec S-S	£25670	158	167	18
1.6 T160 Eco Titanium S-S	£27570	158	167	18
1.6 T160 Eco Titanium S-S	£30070	158	167	18
2.0 TDCi EcoBoost Titanium auto	£29235	200	189	22
2.0 TDCi EcoBoost Titanium X auto	£31735	200	189	25
1.6 T100 115 Zetec S-S	£24640	114	139	16
1.6 T100 115 Eco Titanium S-S	£28360	114	139	17
1.6 T100 115 Eco Tlt. X-S	£30860	114	139	18
2.0 TDCi 140 Zetec	£26645	138	139	17
2.0 TDCi 140 Titanium	£28545	138	139	20
2.0 TDCi 140 Titanium X	£31045	138	139	21
2.0 TDCi 163 Titanium	£29145	161	139	21
2.0 TDCi 163 Titanium X	£31645	161	139	23
2.2 TDCi 200 Titanium	£30375	197	179	26
GINETTA				
G40 2dr coupé Road-legal race car with stripped-out charm to spare	★★★★★			
R	£29950	175	181	-
HONDA				
JAZZ 5dr hatch Great packaging makes this a versatile, if not thrilling supermini	★★★★★			
1.2 i-VTEC SE	£13395	89	123	14
1.2 i-VTEC SE-T	£14390	89	123	14
1.4 i-VTEC ES Plus	£14895	99	129	19
1.4 i-VTEC ES Plus-T	£15890	99	129	19
1.4 i-VTEC Si-T	£15990	99	129	16
1.2 i-VTEC SE	£11695	89	123	13
1.2 i-VTEC S A-C	£12545	89	123	13
1.2 i-VTEC SE	£12690	89	123	13
1.2 i-VTEC S T A-C	£13540	89	123	13
1.3 iMA Hybrid HE-T	£17150	97	104	16
1.3 iMA Hybrid HE-T	£18145	97	104	16
1.3 iMA Hybrid HS	£17645	97	104	16
1.3 iMA Hybrid HS-T	£18645	97	104	16
1.3 iMA Hybrid RX	£19250	97	104	16
1.3 iMA Hybrid RX-T	£20245	97	104	17
1.4 i-VTEC EX	£15995	99	129	16
1.4 i-VTEC EXL	£17195	99	129	16
1.4 i-VTEC EX-T	£16990	99	129	16
1.4 i-VTEC EXL-T	£18190	99	129	16
1.4 i-VTEC Si	£14995	99	129	16
CIVIC 5dr hatch A real contender, but the lack of rear legroom is a hindrance	★★★★★			
1.4 i-VTEC S	£15975	99	129	5
1.4 i-VTEC S-Nav	£16815	99	129	5
1.6 i-DTEC EX Plus	£25140	118	98	16
1.6 i-DTEC EX	£18755	118	94	15
1.6 i-DTEC SE Plus	£20570	118	94	15
1.6 i-DTEC SE Plus-Nav	£22180	118	94	15
1.6 i-DTEC S-Nav	£19365	118	94	15
1.6 i-DTEC SR	£23140	118	94	16
1.8 i-VTEC EX Plus	£23935	145	135	17
1.8 i-VTEC EX	£17635	140	137	13
1.8 i-VTEC SE Plus	£19565	145	145	14
1.8 i-VTEC SE Plus-Nav	£20175	145	145	14
1.8 i-VTEC S-Nav	£18245	140	137	14
1.8 i-VTEC SR	£22135	140	137	14
1.8 i-VTEC Sport	£19615	145	145	14
1.8 i-VTEC Sport-Nav	£20225	145	145	14
1.6 i-DTEC Sport	£20820	118	98	15
1.6 i-DTEC Sport-Nav	£21430	118	98	15
CIVIC TOURER 5dr estate Versatile, comfortable and frugal, only price marks its scorecard	★★★★★			
1.6 i-DTEC EX Plus	£26140	118	103	16
1.6 i-DTEC EX	£19755	118	99	15
1.6 i-DTEC SE Plus	£21570	118	99	15
1.6 i-DTEC SE Plus-Nav	£22180	118	99	15
1.6 i-DTEC S-Nav	£20365	118	99	15
1.6 i-DTEC SR	£24340	118	103	16
1.8 i-VTEC EX Plus	£24935	140	149	15
1.8 i-VTEC EX	£18650	140	146	13
1.8 i-VTEC SE Plus	£20565	140	149	14
1.8 i-VTEC SE Plus-Nav	£22175	140	149	14
1.8 i-VTEC S-Nav	£19260	140	146	14
MAZDA				
1.8 i-VTEC SR	£23135	140	149	14
ACCORDO 4dr saloon Comfortable interior. Drives well and forgettable	★★★★★			
2.0 i-VTEC ES	£23200	154	159	23
2.0 i-VTEC ES GT	£24120	154	159	24
2.0 i-VTEC ES GT Nav	£25320	154	159	24
2.0 i-VTEC EX	£26580	154	162	24
2.0 i-VTEC EX	£27890	198	199	26
2.4 i-VTEC EX ADAS	£30290	198	199	27
2.2 i-DTEC 150 ES	£25400	148	138	24
2.2 i-DTEC 150 ES GT	£26320	148	138	24
2.2 i-DTEC 150 ES GT Nav	£27520	148	138	24
2.2 i-DTEC 150 EX	£28795	148	141	25
2.2 i-DTEC 150 EX ADAS	£31195	148	141	26
2.2 i-DTEC 180 Type S	£31435	177	147	28
2.2 i-DTEC 180 Type S ADAS	£33685	177	147	29
ACCORDO TOURER 5dr estate As above but more desirable and useful	★★★★★			
2.0 i-VTEC ES	£24680	154	163	23
2.0 i-VTEC ES GT	£25655	154	163	24
2.0 i-VTEC ES GT Nav	£26855	154	163	24
2.4 i-VTEC EX	£29550	198	201	26
2.4 i-VTEC EX ADAS	£31950	198	201	27
2.2 i-DTEC 150 ES	£26895	148	143	24
2.2 i-DTEC 150 ES GT	£27870	148	143	24
2.2 i-DTEC 150 ES GT Nav	£29070	148	143	24
2.2 i-DTEC 150 EX	£30330	148	146	25
2.2 i-DTEC 150 EX ADAS	£32730	148	146	26
2.2 i-DTEC 180 Type S	£32925	177	150	28
2.2 i-DTEC 180 Type S ADAS	£35175	177	150	29
HR-V 5dr hatch Cleverly packaged and comfortable crossover. Bland performance though	★★★★★			
1.5 i-VTEC EX	£23195	128	-	-
1.6 160 Eco Titanium S	£21795	128	-	-
1.5 i-VTEC SE	£19745	128	-	-
1.5 i-VTEC SE Nav	£20355	128	-	-
1.6 i-DTEC S	£19745	118	-	-
1.6 i-DTEC SE	£21495	118	-	-
1.6 i-DTEC SE Nav	£22105	118	-	-
1.6 i-DTEC EX	£24045	118	-	-
CR-V 5dr 4x4 The CR-V soldiers on. It's still hemmed in by clever competition	★★★★★			
1.6 i-DTEC 120 SE-Nav 2WD	£26740	118	115	22
1.6 i-DTEC 120 S-Nav 2WD	£24300	118	115	23
1.6 i-DTEC 120 SR 2WD	£28495	118	119	23
2.0 i-VTEC S 2WD	£22345	154	168	22
2.0 i-VTEC S-Nav 2WD	£23245	154	168	22
2.0 i-VTEC SE 2WD	£24515	154	168	22
2.0 i-VTEC SE-Nav 2WD	£25685	154	168	22
2.0 i-VTEC SE	£25615	154	173	22
2.0 i-VTEC SE-Nav	£26785	154	173	22
2.0 i-VTEC SR	£28595	154	177	23
2.0 i-VTEC EX	£30440	154	177	23
1.6 i-DTEC 120 S 2WD	£23400	118	115	22
1.6 i-DTEC 120 SE 2WD	£25570	118	115	22
1.6 i-DTEC 160 SE	£27570	118	129	26
1.6 i-DTEC 160 SE-Nav	£28740	118	129	26
1.6 i-DTEC 160 SR	£30625	158	133	27
1.6 i-DTEC 160 EX	£32470	158	133	27
HYUNDAI				
i10 5dr hatch Second gen i10 still close to the best. Mature drive, spacious cabin, low price	★★★★★			
1.0 S	£8705	65	108	1
1.0 S Air	£9370	65	108	1
1.0 SE	£9770	65	108	1
1.0 SE Blue Drive	£10020	65	98	1
1.0 Premium	£10470	65	108	1
1.2 SE	£10270	86	114	4
1.2 Premium	£10970	86	114	4
i20 5dr hatch Very good value hatch. Fun a by-product, practically mostly spot on	★★★★★			
1.2 75 S	£10695	76	112	5
1.2 75 S Air	£11445	76	112	5
1.2 84 SE	£12725	84	119	6
1.2 84 Premium	£13725	84	119	6
1.2 84 Premium SE	£14725	84	119	6
1.4 100 SE	£13325	98	127	10
1.4 100 Premium	£14325	98	127	10
1.4 100 Premium SE	£15325	98	127	10
1.1 CRDi 75 S Blue	£12445	74	84	6
1.1 CRDi 75 SE	£14225	74	103	6
1.4 CRDi 90 SE	£14725	98	106	11
1.4 CRDi 90 Premium	£15725	98	106	12
1.4 CRDi 90 Premium SE	£16725	98	106	12
i30 5dr hatch As good as we've come to expect, but not one inch better	★★★★★			
1.4 100 S	£15195	98	138	7
1.4 100 SE	£16495	98	138	7
1.6 120 SE auto	£17895	118	158	9
1.6 120 Premium	£20295	118	145	9
1.6 CRDi 110 Blue Drive S	£17195	109	94	11
1.6 CRDi 110 Blue Drive SE	£18495	109	94	11
1.6 CRDi 136 Blue Drive Premium	£22295	134	102	11
i30 TOURER 5dr estate As good as we've come to expect, but not one inch better	★★★★★			
1.6 120 S	£16895	118	145	9
1.6 120 SE	£18195	118	145	9
1.6 CRDi 110 Blue Drive S	£18295	109	94	11
1.6 CRDi 136 Blue Drive SE	£19595	134	102	11
4dr saloon Useful, inoffensive and well-priced. No fireworks here	★★★★★			
1.7 CRDi 115 B'Drive Premium	£24845	114	113	13
1.7 CRDi 115 B'Drive Style	£21205	114	113	13
1.7 CRDi 115 B'Drive Active	£19105	114	113	12
1.7 CRDi 136 B'Drive Active	£19905	134	119	16
1.7 CRDi 136 B'Drive Style	£22005	134	119	16
1.7 CRDi 136 B'Drive Premium	£24405	134	119	17
i40 TOURER 5dr estate Useful, inoffensive and well-priced. No fireworks here	★★★★★			
1.7 CRDi 115 B'Drive Style	£22455	114	113	13
1.7 CRDi 115 B'Drive Active	£20355	114	113	12
1.7 CRDi 136 B'Drive Style	£22155	134	119	16
1.7 CRDi 136 B'Drive Active	£23255	134	119	16
1.7 CRDi 136 B'Drive Premium	£25655	134	119	17
iX20 5dr hatch Usable high-roofed hatch, but short on flair	★★★★★			
1.6 CRDi 115 Active Blue Drive	£15385	114	117	13
1.6 CRDi 115 Style Blue Drive	£16335	114	117	13
1.4 Class	£12515	89	140	7
1.4 Active	£13665	89	140	8
1.4 Style	£14615	89	140	8
1.6 Active Au	£15010			



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MAZDA

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
2.5dr hatch Much more grown-up now. Handsome and comfortable - if slightly less fun. ★★★★★				
1.5 75 SE	£11995	74	110	-
1.5 75 SE-L	£12995	74	110	-
1.5 90 SE-L	£13995	90	105	-
1.5 90 SE-L Nav	£14395	90	105	-
1.5 90 Sport	£14995	90	105	-
1.5 90 Sport Nav	£15395	90	105	-
1.5 115 Sport	£15995	113	117	-
1.5D 105 SE-L	£15995	104	89	-
1.5D 105 SE-L Nav	£16395	104	89	-
1.5D 105 Sport	£16995	104	89	-
1.5D 105 Sport Nav	£17395	104	89	-

3dr hatch Refined, well-priced family choice. Dynamically satisfying, too. ★★★★★

1.5 100 SE	£16995	99	119	13
1.5 100 SE Nav	£17595	99	119	13
2.0 120 SE	£17295	118	119	17
2.0 120 SE Nav	£17895	118	119	17
2.0 120 SE-L	£18795	118	119	18
2.0 120 SE-L Nav	£19395	118	119	18
2.0 120 Sport	£20195	118	119	18
2.0 165 Sport Nav	£21920	162	135	22
2.2D 150 SE	£19645	148	107	23
2.2D 150 SE Nav	£20245	148	107	23
2.2D 150 SE-L	£21145	148	107	24
2.2D 150 SE-L Nav	£21745	148	107	24
2.2D 150 Sport Nav	£22545	148	107	24

6dr saloon A compelling mix of size, economy and performance. Interior a let down. ★★★★★				
2.0 145 SE	£19795	143	129	18
2.0 145 SE Nav	£20495	143	129	18
2.0 145 SE-L	£20795	143	129	18
2.0 145 SE-L Nav	£21495	143	129	18
2.0 165 Sport Nav	£24595	162	135	19
2.2D 150 SE	£22295	148	108	21
2.2D 150 SE Nav	£22995	148	108	21
2.2D 150 SE-L	£23295	148	108	19
2.2D 150 SE-L Nav	£23995	148	108	19
2.2D 150 Sport Nav	£26395	148	108	21
2.2D 175 Sport Nav	£26795	173	119	23

6dr tourer A compelling mix of size, economy and performance. Interior a let down. ★★★★★				
2.0 145 SE-L Nav	£22425	143	129	16
2.0 165 Sport Nav	£25395	162	135	19
2.2D 150 SE Nav	£23795	148	116	21
2.2D 175 Sport Nav	£27595	173	119	23
2.0 145 SE-L	£21725	143	131	16
2.2D 150 SE	£23095	148	116	21
2.2D 150 SE-L	£24095	148	116	19
2.2D 150 SE-L Nav	£24795	148	116	21
2.2D 175 Sport Nav	£27195	148	116	21

CX-5 5dr 4x4 Superb diesel engine mated to above average package. ★★★★★				
2.0 Skyactiv-G 165 SE-L Nav	£22995	162	139	15
2.0 Skyactiv-G 165 Sport Nav	£25395	162	139	15
2.0 Skyactiv-D 150 SE-L Nav	£24795	148	119	16
2.2D Sky-D 150 SE-L Lux Nav	£26395	148	119	20
2.2D Skyactiv-D 150 Sport Nav	£27195	148	119	20
2.2D Sky-D 150 SE-L Nav AWD	£26695	148	136	17
2.2D Sky-D 175 Sport Nav AWD	£29395	173	136	21

5dr mpv Functional seven-seater, but not unpleasant to drive. Lots of kit. ★★★★★				
2.0 150 Sport Venture	£20495	148	159	16
1.6D 115 Sport Venture	£21895	114	138	16

MX-5 2dr open The old recipe - but done better. Lean, low-cost and pretty. As it should be. ★★★★★				
1.5i Sport Nav	£22445	129	139	-
1.5i SE	£18495	129	139	-
1.5i SE-L	£19245	129	139	-
1.5i SE-L Nav	£19845	129	139	-
1.5i Sport	£21845	129	139	-
2.0i SE-L	£20095	153	-	-
2.0i SE-L Nav	£20695	153	-	-
2.0i Sport	£22695	153	-	-
2.0i Sport Nav	£23295	153	-	-

MCLAREN

650S 2dr coupé Extraordinary pace and handling. The car the 12C should have been. ★★★★★				
3.8 V8	£195250	641	-	50

650S SPIDER 2dr open More of the same although noisier - and better for it. ★★★★★				
3.8 V8	£215250	641	-	50

P1 2dr coupé Other-worldly. As worthy of a place in hypercar history as the F1. ★★★★★				
3.8 V8	£866000	903	194	50

MERCEDES-BENZ

A-CLASS 5dr hatch Desirability on message; ride quality seriously off-piste. ★★★★★				
A180 CDI SE ECO	£21965	107	92	16

A250 Engi/red by AMG 4MATIC	£30910	208	154	34
A180 SE	£20715	121	128	18

A180 Sport	£21840	121	133	18
A200 Sport	£23365	154	134	23

A200 AMG Sport	£24615	154	136	24
A250 Engineered by AMG Sport	£29375	208	140	34

A45 AMG 4MATIC	£38195	354	161	43
A180 CDI SE auto	£23240	107	102	16

A180 CDI Sport	£22785	107	102	16
A180 CDI AMG Sport	£24035	107	105	16

A200 CDI Sport	£23860	134	118	20
A200 CDI AMG Sport	£25110	134	121	21

A220 CDI AMG Sport	£27760	168	115	25
B-CLASS 5dr hatch A slightly odd prospect, but practical and classy. ★★★★★				

B180 SE	£221500	120	129	16
B180 Sport	£22225	120	129	16

B200 AMG Line	£23520	120	129	16
B200 SE	£22575	154	130	16

B200 Sport	£23300	154	130	16
B200 AMG Line	£24595	154	130	16

B180 CDI SE ECO	£22575	108	94	15
B180 CDI SE	£22575	108	108	15

B180 CDI Sport	£23170	108	108	15
B180 CDI AMG Line	£24465	108	108	15

B200 CDI SE	£23650	134	111	20
B200 CDI Sport	£24245	134	111	20

B200 CDI AMG Line	£25540	134	111	20
B220 CDI Sport	£27125	168	107	25

CLA 4dr saloon

Attractive from some angles, unappealing from others. Dynamics to match. ★★★★★				
CLA 200 CDI AMG Sport	£29125	134	117	27
CLA 200 CDI Sport	£29625	134	117	27

CLA 250 AMG Sport 4Matic	£33405	208	154	24
CLA180 Sport	£24775	121	130	23

CLA180 AMG Sport	£26975	121	130	24
CLA45 AMG	£42270	354	161	45

CLA220 CDI Sport	£29775	168	117	27
CLA220 CDI AMG Sport	£31975	168	117	28

C-CLASS 2dr coupé Nice balance of style, usability and driver reward. ★★★★★				
C63 AMG Edition 507	£68495	451	280	44

C180 AMG Sport Edition	£29965	154	149	35
C220 CDI Exec SE	£31130	168	109	34

C220 CDI AMG Sport Edition	£32460	168	133	38
C250 CDI AMG Sport Edition	£33515	201	143	41

C-CLASS 4dr saloon Stellar cabin and polished drive increase appeal; engines not so good. ★★★★★				
C200 SE	£22720	181	123	31

C200 Sport	£29265	181	124	31
C300 AMG Line	£30890	181	128	31

C63 AMG	£59800	469	192	-
C63 AMG S	£66550	503	192	-

C200 BlueTEC SE	£28985	134	102	25
C200 BlueTEC Sport	£30980	134	102	25

C200 BlueTEC AMG Line	£32475	134	102	25
C220 BlueTEC SE	£29780	168	103	31

C220 BlueTEC Sport	£31775	168	104	31
C220 BlueTEC AMG Line	£33270	168	104	31

C250 BlueTEC SE	£32435	201	117	35
C250 BlueTEC Sport	£34430	201	117	35

C250 BlueTEC AMG Line	£35925	201	117	35
C300 BlueTEC Hybrid SE	£35045	201	94	-

C300 BlueTEC Hybrid Sport	£37040	201	94	-
C300 BlueTEC Hybrid AMG Line	£38355	201	94	-

C-CLASS 5dr estate Decent practicality and fantastic interior - but only okay to drive. ★★★★★				
C200 BlueTEC AMG Line	£33675	134	102	25

C200 BlueTEC SE	£30185	134	102	25
C200 BlueTEC Sport	£32180	134	102	25

C200 SE	£28470	181	128	31
C220 BlueTEC SE	£30980	168	108	31

C220 BlueTEC SE	£33635	201	117	35
C63 AMG	£61000	469	196	47

C63 AMG S	£67750	503	196	47
C200 Sport	£30465	181	128	31

C200 AMG Line	£32090	181	128	31
C220 BlueTEC Sport	£32975	168	108	31

C220 BlueTEC AMG Line	£34470	168	108	31
C250 BlueTEC Sport	£35630	201	117	35

C250 BlueTEC AMG Line	£37125	201	117	35
E-CLASS 4dr saloon A return to the old Merc qualities. Refined and relaxing. ★★★★★				

E63 AMG Hybrid AMG Sport	£42375	204	109	43
E63 AMG S	£84110	549	232	47

E200 SE	£34340	181	138	36
E200 AMG Line	£36850	181	142	37

E250 SE	£35470	208	138	38
E250 AMG Line	£37980	208	142	39

E63 AMG	£74115	549	230	47
E300 BlueTEC Hybrid SE	£39880	204	109	43

E220 BlueTEC SE	£34270	168	120	34
E220 BlueTEC AMG Line	£36765	168	129	35

E250 CDI SE	£36820	201	129	39
E250 CDI AMG Line	£39445	201	134	40

E350 BlueTEC AMG Line	£41210	248	154	44
E-CLASS 5dr estate A return to the old Merc qualities. Refined and relaxing. ★★★★★				

E300 BlueTEC Hybrid AMG Line	£38555	168	135	35
E220 BlueTEC AMG Line	£36060	168	133	34

E220 BlueTEC SE	£39770	208	147	39
E250 AMG Line	£41250	201	145	40

E250 CDI SE	£38755	201	143	39
E250 SE	£37275	208	144	38

E300 BlueTEC Hybrid AMG Line	£44165	201	119	44
E300 BlueTEC Hybrid SE	£41670	201	119	44

E350 BlueTEC AMG Line	£43015	248	159	44
E63 AMG S	£75905	549	234	47

E63 AMG	£85900	582	234	47
E-CLASS 2dr coupé A return to the old Merc qualities. Refined and relaxing. ★★★★★				

E200 AMG Line	£38635	181	140	39
E400 AMG Line Plus	£46425	329	176	45

E220 BlueTEC SE	£36615	168	123	38
E220 BlueTEC AMG Line	£39310	168	126	39

E250 CDI BlueTEC AMG Line	£40930	201</
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WHAT'S COMING WHEN



Porsche 911 Carrera 4/4S Spring 2016

The updating of Porsche's 911 range continues with the launch of its refreshed line-up of four-wheel-drive models. The most significant change is the adoption of a new twin-turbo 3.0-litre flat six engine, which already features in the refreshed regular rear-drive Carrera models. The engine produces 365bhp in the Carrera 4 and 414bhp in the Carrera 4S. **Price** From £81,398

AUTUMN/WINTER 2015

Alpina D3 Biturbo, Audi A4, Alfa Romeo Giulia, BMW X1, DS 4 facelift, Ford Ecosport, Hyundai Santa Fe facelift, Tucson, Jaguar XF, F-Type SVR, Jeep Grand Cherokee facelift, Kahn Vengeance, Flying Huntsman Pick-Up, Kia Optima, Cee'd facelift, Koenigsegg Regera, Agera RS, Lexus GS F, RX, Mercedes-Benz A-Class facelift, C-Class Coupé, G500 4x4, GLC, Mini Clubman, Nissan Murano, Pulsar Nismo, Peugeot 308 GTi, Porsche 911 facelift, Renault Mégane RS 275, Seat Ibiza facelift, Skoda Superb, Smart Forfour Brabus, Fortwo Cabriolet, Subaru Levorg, Vauxhall Astra, Volkswagen Golf GTE, Transporter, Touran, Tiguan, Vuhl 05

SPRING 2016

Alpina B7, Audi S8 Plus, S4, Q2, R8 Spyder, Bentley Bentayga, BMW M2, M4 GTS, Cadillac CT6, Chevrolet Camaro, Elemental RP1, Ferrari 488 Spider, Fiat Tipo, Ford Focus RS, Ford Edge, Infiniti Q30, Honda NSX, Hyundai i20 Active, i20 1.0, Jaguar F-Pace, Kia sportage, Kiah Speed 7, Lamborghini Aventador SV roadster, Land Rover Range Rover Evoque Convertible, Lotus 3-Eleven, Maserati Levante, Mercedes-AMG C63 Coupé, Mercedes-Benz S-Class Cabriolet, GLS, Mini Countryman, Porsche Boxster facelift, 911 Carrera 4/4S, Toyota Prius, C-HR, RAV4 facelift, Volkswagen Golf GTI Clubsport, Volvo S90

SUMMER 2016

Alfa Romeo Mito facelift, Alpine A120, Aston Martin DB11, BMW 1 Series saloon, Borgward BX7, Ferrari F12 Speciale, Fiat 124 Spider, Ford Ka, Infiniti QX30, Mercedes-AMG SL63, Mercedes-Benz E-Class, SLC, CLA facelift, CLA Shooting Brake facelift, Mercedes-Maybach S-Class Pullman, MG GS, Mitsubishi Outlander facelift, Renault Mégane, Seat Leon SUV, Skoda Roomster, Tesla Model X

AUTUMN/WINTER 2016

Audi Q5, Ford GT, Hyundai Hybrid, Mercedes-AMG GT3, E63, Morgan EV3, Nissan Juke, Renault Scenic, Vauxhall Insignia

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Audi Q5 Autumn/winter 2016

Audi is taking a renewed aim at the BMW X3 and Mercedes-Benz GLC with the second generation of its Q5 SUV. It's expected to come with a more contemporary exterior design and a higher-quality interior than the old car. Alongside a refreshed range of engines will be a new plug-in hybrid model, while a high-performance RS Q5 version could have as much as 500bhp. **Price** £35,000 (est)

Make and Model	Price	Bhp	CO ₂ /km	Insurance group
1.6 dCi Acenta 2WD	£24995	128	129	19
1.6 dCi Acenta 4WD	£26695	128	139	20
1.6 dCi n-tec 2WD	£27645	128	129	19
1.6 dCi n-tec 4WD	£29345	128	139	20
1.6 dCi Tekna 2WD	£29645	128	129	19
1.6 dCi Tekna 4WD	£31345	128	139	20
370Z 2dr coupé	Great engine and poised handling. ★★★★★			
Lots of road noise	★★★★★			
3.7 V6 Nismo	£37585	345	248	46
3.7 V6	£27445	323	248	46
3.7 V6 GT	£32525	323	248	46
GT-R 2dr coupé	A benchmark power, sensational value. ★★★★★			
3.8 V6 2014 MY	£78030	523	275	50
3.8 V6 Nismo	£125000	523	275	50
NOBLE				
M600 2dr coupé	A new era for the Brit maker. ★★★★★			
Outrageous pace and handling	★★★★★			
4.4 V8	£200000	650	-	-
PEUGEOT				
ION 5dr hatch	Good electric powertrain, comically expensive. ★★★★★			
63	£26216	63	0	28
66 UK drive	£26216	63	0	28
108 3dr hatch	Sister car to the Aygo. And distant second to most city car rivals. ★★★★★			
1.0 Access	£8345	68	95	6
1.0 Active	£9595	68	95	6
1.0 Active Top	£10595	68	95	7
1.0 Active S-S	£9845	68	88	6
1.0 Active S-Top	£10845	68	88	7
1.2 VTI Allure	£11095	81	99	11
1.2 VTI Allure Top	£12095	81	99	11
1.2 VTI Feline	£11945	81	99	11
108 5dr hatch	Sister car to the Aygo. And distant second to most city car rivals. ★★★★★			
1.0 Active	£9995	68	95	6
1.0 Active Top	£10995	68	95	7
1.0 Active S-S	£10245	68	88	6
1.0 Active S-Top	£11245	68	88	7
1.2 VTI Allure	£11495	81	99	11
1.2 VTI Allure Top	£12495	81	99	11
1.2 VTI Feline	£12345	81	99	11
208 3dr hatch	Big improvement for Peugeot, if not the supermini class. ★★★★★			
1.0 VTI Access	£10195	67	99	5
1.0 VTI Access +	£11445	67	99	6
1.0 VTI Active	£12395	67	99	6
1.2 VTI Access +	£11945	81	104	8
1.2 VTI Active	£12895	81	104	8
1.2 VTI Allure	£14295	81	104	8
1.2 VTI Style	£13645	81	104	11
1.6 THP 156 V6	£18150	154	135	26
1.6 THP 200 GTi	£19100	197	139	30
1.4 HDi Access+	£13245	67	98	11
1.4 HDi Active	£14195	67	98	11
1.4 HDi Style	£14945	67	98	10
1.6 e-HDi 92 Style	£15595	91	95	17
1.6 e-HDi 92 Allure	£16245	91	95	17
1.6 e-HDi 92 XY	£17895	91	95	16
1.6 e-HDi 115 XY	£18545	113	99	20
208 5dr hatch	Big improvement for Peugeot, if not the supermini class. ★★★★★			
1.0 VTI Access	£10795	67	99	5
1.0 VTI Access +	£12045	67	99	6
1.0 VTI Active	£12995	67	99	6
1.2 VTI Access +	£13495	81	104	8
1.2 VTI Active	£12545	81	104	8
1.2 VTI Allure	£14695	81	104	8
1.2 VTI Style	£14245	81	104	11
1.6 VTI Allure auto	£16850	118	149	14
1.6 VTI Feline	£17245	118	129	14
1.4 HDi Access+	£13845	67	98	11
1.4 HDi Active	£14795	67	98	11
1.4 HDi Style	£15545	67	98	10
1.4 e-HDi Active EGC	£15495	67	87	11
1.6 e-HDi 92 Style	£16195	91	95	17
1.6 e-HDi 92 XY	£16645	91	95	17
1.6 e-HDi 115 XY	£18695	113	99	19
308 5dr hatch	Thoughtfully developed and very well appointed but still no class leader. ★★★★★			
1.2 PureTech 82 Access	£14995	81	117	9
1.2 PureTech 110 Active	£17945	108	105	13
1.2 PureTech 110 Allure	£19145	81	107	13
1.2 PureTech 110 Sportium	£17445	108	105	11
1.2 PureTech 130 Active	£18695	128	107	14
1.2 PureTech 130 Allure	£19895	128	110	15
1.2 PureTech 130 GT Line	£21445	128	110	16
1.6 THP 205 GT	£24095	202	130	26
1.6 HDi 92 Access	£16945	91	93	15
1.6 HDi 92 Active	£18645	91	93	15
1.6 Blue HDi 120 Active	£19845	118	82	22
1.6 Blue HDi 120 Allure	£21045	118	84	24
1.6 HDi 115 Active	£19445	113	95	18
1.6 HDi 115 Allure	£20645	113	100	18
1.6 HDi 115 GT Line	£22195	113	100	18
2.0 Blue HDi 150 Allure	£21945	148	97	25
2.0 Blue HDi 150 GT Line	£23495	148	97	26
2.0 Blue HDi 180 GT	£25945	178	103	29
308 SW 5dr estate	Thoughtfully developed and very well appointed but still no class leader. ★★★★★			
1.2 PureTech 110 Access	£17145	108	109	13
1.2 PureTech 110 Active	£18845	108	109	13
1.2 PureTech 110 Allure	£20045	81	111	13
1.2 PureTech 130 Active	£19595	128	109	14
1.2 PureTech 130 Allure	£20795	128	115	15
1.6 Blue HDi 120 Active	£20745	118	85	20
1.6 Blue HDi 120 Allure	£21945	118	88	21
1.6 HDi 115 Active	£20345	113	95	18
1.6 HDi 115 Allure	£21545	113	100	18
1.6 HDi 92 Access	£17845	91	99	15
1.6 HDi 92 Active	£19545	91	99	15
1.2 PureTech 130 GT Line	£22345	128	115	16
1.6 HDi 115 GT Line	£22345	128	115	16
2.0 Blue HDi 150 Allure	£22845	148	105	24
2.0 Blue HDi 150 GT Line	£24395	148	105	26
2.0 Blue HDi 180 GT	£26845	178	107	29
508 4dr saloon	Competent and likeable package, although lacks any real spark. ★★★★★			
2.2 HDi 200 GT	£30645	201	140	37
1.6 e-HDi 115 Active Nav	£22195	113	109	24
1.6 e-HDi 115 Allure Nav	£22495	113	111	25
2.0 HDi 140 Allure Nav	£24695	140	119	28
2.0 BlueHDi 150 Allure Nav	£25795	148	101	30
2.0 HDi Hybrid4 Allure Nav	£31995	200	91	36
508 SW 5dr estate	As good as saloon, only better looking. ★★★★★			
1.6 e-HDi 115 Active Nav	£23395	113	110	24
1.6 e-HDi 115 Allure Nav	£25695	113	112	25
2.0 BlueHDi 150 Allure Nav	£27195	148	102	30
2.0 HDi 140 Allure Nav	£26395	140	120	27
2.2 HDi 200 GT	£32045	201	144	37
2008 5dr hatch Efficient and well-mannered but short on space and style. ★★★★★				
1.2 VTI 82 Access +	£13195	81	114	10
1.2 VTI 82 Active	£14295	81	114	11
1.2 VTI 82 Allure	£15595	81	114	11
1.6 VTI 120 Allure	£16750	118	135	20
1.6 VTI 120 Feline Calima	£18150	118	135	19
1.6 VTI 120 Feline Mistral S-S	£18450	118	135	19
1.4 HDi 70 Access +	£14495	67	104	10
1.6 e-HDi 92 Active S-S	£15595	67	104	10
1.6 e-HDi 92 Active EGC S-S	£16845	91	98	17
1.6 e-HDi 92 Allure S-S	£17745	91	103	18
1.6 e-HDi 92 Feline Calima	£19145	91	103	17
1.6 e-HDi 92 Feline Mistral	£19445	91	103	17
1.6 e-HDi 115 Allure S-S	£18345	113	105	20
1.6 e-HDi 115 Feline Calima SS	£19745	113	105	20
1.6 e-HDi 115 Feline Mistral S	£20045	113	105	20
3008 5dr mpv	Good handling and flexible cabin. Split tailgate a useful touch. ★★★★★			
2.0 HDi 163 Allure Au	£25050	161	145	23
1.6 VTI 120 Access	£17550	118	155	17
1.6 VTI 120 Active	£19250	118	155	17
1.6 VTI 120 Allure	£21200	118	155	17
1.6 THP 156 Allure	£22050	154	154	23
1.6 HDi 115 Access	£19345	113	125	18
1.6 HDi 115 Active	£20795	113	125	18
1.6 HDi 115 Allure	£22745	113	127	18
1.6 e-HDi 115 Access EGC	£20195	113	110	18
1.6 e-HDi 115 Active EGC	£21645	113	110	18
1.6 e-HDi 115 Allure EGC	£23595	113	112	17
2.0 HDi FAP 150 Active	£21900	148	139	24
2.0 HDi FAP 150 Allure	£23850	148	139	22
2.0 HDi Hybrid 4 Active	£27245	197	85	30
2.0 HDi Hybrid 4 Allure	£28245	197	99	31
5008 5dr mpv	Well resolved ride and handling with a useful 7-seat interior. ★★★★★			
1.6 VTI 120 Access	£19350	118	159	13
1.6 VTI 120 Active	£21100	118	159	15
1.6 THP 156 V6	£23750	154	163	19
1.6 e-HDi 115 Access EGC	£21895	113	113	16
1.6 e-HDi 115 Active EGC	£23495	113	123	17
1.6 e-HDi 115 Allure EGC	£25295	113	126	16
1.6 HDi 115 Access	£21045	113	124	16
1.6 HDi 115 Active	£22745	113	128	17
1.6 HDi 115 Allure	£24550	113	135	16
2.0 HDi 150 Active	£23750	148	138	20
2.0 HDi 163 Active auto	£24950	161	149	20
2.0 HDi 150 Allure	£25550	148	140	20
2.0 HDi 163 Allure auto	£26750	161	149	19
RCZ 2dr coupé	Classy, interesting, fun coupe. Peugeot's got its mojo back. ★★★★★			
1.6 THP 156 Sport	£22350	154	149	27
1.6 THP 156 GT	£24750	154	149	28
1.6 THP 200 GT	£27150	197	155	34
1.6 THP 270 R	£32250	266	145	42
2.0 HDi 163 Sport	£24200	161	130	29
2.0 HDi 163 GT	£26600	161	130	30
PORSCHE				
BOXSTER 2dr open	Honed, toned and cosmetically enhanced. Scarily brilliant. ★★★★★			
2.7	£40098	261	195	40
3.4 S	£48553	311	211	43
3.4 GTS	£54567	326	211	44
CAYMAN 2dr coupé	Roof seals the deal. A five-star car by any measure. ★★★★★			
2.7	£40239	271	195	37
3.4 S	£49478	320	211	41
3.4 GTS	£56092	335	211	43
911 2dr coupé	The best just got better. Still more than worthy of its iconic status. ★★★★★			
3.4 Carrera	£74204	345	211	46
3.4 Carrera 4	£79060	345	218	46
3.8 Carrera S	£84240	395	223	47
3.8 Carrera 4S	£89325	395	233	48
3.8 Turbo	£121523	514	227	48
3.8 Turbo S	£143045	552	227	48
3.8 GTS	£101695	468	289	48
911 CARRIOLET 2dr open	The best just got better. Still more than worthy of its iconic status. ★★★★★			
3.4 Carrera	£82864	345	216	49
3.8 Carrera S	£93129	395	228	50
3.4 Carrera 4	£87720	345	223	49
3.4 Carrera 4S	£87720	345	223	49
3.8 Carrera 4S	£97985	395	235	50
3.8 Turbo 4S	£97985	395	237	50
3.8 Turbo S	£130148	513	231	50
3.8 Turbo S	£151782	552	231	50
918 SPYDER 2dr open	Porsche's hybrid hypercar. A rare and hugely fast new five-star model. ★★★★★			
4.6 V8	£657400	875	70	50
MACAN 5dr 4x4	Spookily good handling. A sports utility vehicle in the purest sense. ★★★★★			
2.0	£41928	234	175	40
3.0 V6 S	£45345	336	212	40
3.6 V6 Turbo	£61689	395	216	44
3.0 V6 S Diesel	£49481	254	164	41
PANAMERA 5dr hatch	Technically brilliant and with a great cabin. Soulless though. ★★★★★			
3.0 V6 S	£86334	314	207	46
3.0 V6 4S	£88776	414	217	46
3.0 V6 S e-hybrid	£84456	401	71	50
3.6 V6 PDK	£64458	306	199	46
3.6 V6 4 PDK	£68169	306	207	46
4.8 V8 GT5 PDK	£94316	424	239	50
4.8 V8 Turbo PDK	£108931	493	242	50
4.8 V8 Turbo S PDK	£132077	562	242	50
3.0 V6				
CAYENNE 5dr 4x4	Classy interior and mostly good fun. Hybrid not entertaining. ★★★★★			
3.0 V6 S e-Hybrid	£62154	410	79	49
3.6 V6	£50271	296	215	-
3.6 V6 S	£61770	414	229	48
3.6 V6 GTS	£73448	414	234	-
4.8 V8 Turbo	£94729	513	267	50
3.0 V6 Diesel	£50846	258	179	45
4.2 V8 S Diesel	£62794	380	209	50
PROTON				
SAVVY 5dr hatch	Compromise in quality isn't worth the saving. ★★★★★			
1.2 Style	£7995	75	134	8
SATRIA NEO 3dr hatch	Best Proton ever, but still unjustifiable. ★★★★★			
1.6 65SX	£8495	111	157	19
1.6 Sport	£9495	111	157	19
GEN-2 4dr saloon	Hugely disappointing despite price. ★★★★★			
1.6 Persona eLogic	£11195	110	157	16
GEN-2 5dr hatch	Hugely disappointing despite price. ★★★★★			
1.3 GLS	£9195	74	164	10
1.6 65X eLogic	£11195	110	170	16
RADICAL				
SR3 2dr coupé	Spectacular on the track not so good on the way home. ★★★★★			
SL	£69850	245	-	-
RENAULT				
TWIZY 2dr hatch	Zany solution to personal mobility. Slightly irrelevant and impractical. ★★★★★			
EV13K Urban	£6895	17	0	11
EV13K Technic	£7595	17	0	11
ZOE 5dr hatch	Far more practical zero emission solution. Attractive price. ★★★★★			
Expr.	£18443	87	0	15
Dyn qco Zen	£20043	87	0	16
Dyn qco Intens	£20043	87	0	16
TWINGO 5dr hatch	Rear-engined city car is cleverly packaged – but not the class leader. ★★★★★			
0.9 TCe 90 Dyn qco Energy	£11695	89	99	8
1.0 SCe 70 Dyn	£9495	69	105	2
1.0 SCe 70 Play	</			

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AUTOCAR TOP FIVES

Family saloons



1 Ford Mondeo From £18,000
Still the saloon king. Practical, well priced, dynamically gifted and now very refined and pretty. All hail. ★★★★★



2 Volkswagen Passat From £19,000
Good enough to run the Mondeo close, but for all its quality and refinement, it doesn't appeal like the talented Ford. ★★★★★



3 Mazda 6 From £19,000
A huge wheelbase and Skyactiv diesel engine make the 6 look like a steal. Shame interior quality hasn't caught up. ★★★★★



4 Skoda Octavia From £16,000
A lengthened wheelbase helps the Octavia to go from also-ran to title contender. Price growth understandable. ★★★★★



5 Vauxhall Insignia From £17,000
The Insignia will finish its life cycle a fundamentally better car than when it started. Latest Whisper diesel the best. ★★★★★

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Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
TOLEDO 5dr hatch Makes practical sense, but leaves no other lasting impression ★★★★★					1.2 TSI 86 S	£14140	84	119	10	2.0 TDI 110 S	£18255	109	134	14
1.2 TSI 85 S	£14265	84	119	10	1.2 TSI 86 SE	£15090	84	119	10	2.0 TDI 110 Outdoor S	£18255	109	134	14
1.2 TSI 105 S	£15295	104	116	13	1.2 TSI 86 GreenTech S	£14390	84	114	10	2.0 TDI 110 Outdoor S 4WD	£19895	109	154	14
1.2 TSI 105 SE	£16515	104	118	14	1.2 TSI 86 GreenTech SE	£15340	84	114	10	2.0 TDI 110 SE	£19675	109	134	14
1.4 TSI 122 SE DSG	£17965	120	134	17	1.2 TSI 105 SE	£15790	104	125	13	2.0 TDI 110 Outdoor SE	£19760	109	134	14
1.6 TDI 105 CR S Ecomotive	£17150	104	104	15	1.4 TSI 122 SE Eleg.	£16540	104	125	13	2.0 TDI 110 Eleg.	£21595	109	134	14
1.6 TDI 105 CR SE Ecomotive	£18370	104	106	15	1.2 TSI 105 GreenTech SE	£16040	104	118	13	2.0 TDI 110 Outdoor 4WD	£21590	109	134	14
LEON 3dr hatch Sharp looks and handling. Back from the Golf's quality, but good value ★★★★★					1.2 TSI 105 GreenTech Eleg.	£16790	104	118	13	2.0 TDI 140 Outdoor SE 4WD	£22230	138	152	18
1.6 TDI 110 SE Ecomotive	£19625	108	87	14	1.2 TSI 105 Sport	£15840	104	125	15	2.0 TDI 140 Outdoor L&K 4WD	£24765	138	152	19
1.2 TSI 110 S	£15815	108	114	13	1.4 TSI 122 SE DSG	£17585	120	134	16	2.0 TDI 170 Outdoor 4WD	£24840	168	149	22
1.2 TSI 110 SE	£16935	108	114	13	1.4 TSI 122 Eleg. DSG	£18335	120	134	16	2.0 TDI 170 Outdoor L&K 4WD	£20770	168	149	22
1.4 TSI 125 SE	£17535	123	120	16	1.4 TSI 122 GreenTech SE DSG	£17705	120	127	18					
1.4 TSI 150 FR	£19700	148	109	20	1.4 TSI 122 GreenTech Eleg.	£18455	120	127	18					
1.8 TSI 180 FR	£20740	178	137	25	1.6 TDI 105 S	£16590	103	114	16					
£25960	261	154	32		1.6 TDI 105 SE	£17540	103	114	15					
2.0 TSI 280 Cupra	£27210	276	154	32	1.6 TDI 105 Eleg.	£18290	103	114	15					
1.6 TDI CR 105 S	£17515	104	99	13	1.6 TDI 105 GreenTech SE	£17790	103	106	15					
1.6 TDI CR 105 SE	£18635	104	99	13	1.6 TDI 105 GreenTech Eleg.	£18540	103	106	15					
2.0 TDI CR 150 SE	£19985	148	106	19	RAPID SPACEBACK 5dr estate Estate shape makes most sense of Rapid's skinny body ★★★★★									
2.0 TDI CR 150 FR	£21530	148	106	20	1.2 TSI 105 Eleg.	£16640	104	125	14					
2.0 TDI CR 184 FR	£22520	181	109	26	1.2 TSI 105 GreenTech Eleg.	£16890	104	118	14					
LEON 5dr hatch Sharp looks and handling. Back from the Golf's quality, but good value ★★★★★					1.2 TSI 105 GreenTech SE	£16430	104	118	15					
1.6 TDI 110 SE Ecomotive	£19925	108	87	14	1.6 TDI 105 SE	£16180	104	125	14					
1.2 TSI 110 S	£16115	108	114	13	1.2 TSI 86 GreenTech S	£14750	84	114	12					
1.2 TSI 110 SE	£17235	108	114	13	1.2 TSI 86 SE	£15730	84	114	12					
1.4 TSI 125 SE	£17835	123	120	16	1.4 TSI 122 Eleg. DSG	£14500	84	119	11					
1.4 TSI 150 FR	£20000	148	109	20	1.4 TSI 122 GreenTech SE DSG	£18105	120	127	18					
1.8 TSI 180 FR	£21040	178	137	25	1.4 TSI 122 G'tech Eleg. DS	£18565	120	127	18					
2.0 TDI CR 184 FR	£22820	181	109	26	1.4 TSI 122 SE DSG	£17985	120	134	17					
2.0 TSI 280 Cupra	£27510	276	154	32	1.6 TDI 105 Eleg.	£18390	103	114	16					
1.6 TDI CR 105 S	£17815	104	99	13	1.6 TDI 105 GreenTech SE	£18640	103	106	16					
1.6 TDI CR 105 SE	£18935	104	99	13	1.6 TDI 105 GreenTech Eleg.	£18180	103	106	16					
2.0 TDI CR 150 SE	£20285	148	106	19	1.6 TDI 105 S	£16950	103	114	15					
2.0 TDI CR 150 FR	£21830	148	106	20	1.6 TDI 105 SE	£17930	103	114	16					
LEON 5dr estate Sharp looks and handling. Back from the Golf's quality, but good value ★★★★★					1.6 TDI 90 GreenLine	£17355	89	94	14					
1.2 TSI 105 S	£16675	104	114	12	1.6 TDI 90 GreenTech Eleg.	£17990	89	106	14					
1.2 TSI 105 SE	£17795	104	114	13	1.6 TDI 90 GreenTech SE	£17530	89	106	14					
1.4 TSI 140 FR	£20390	138	122	18	1.6 TDI 90 S	£16300	89	114	13					
1.4 TSI 140 SE	£18845	138	122	17	1.6 TDI 90 SE	£17280	89	114	14					
1.6 TDI 110 SE Ecomotive	£20920	108	87	14	1.6 TDI 90 Eleg.	£17740	89	114	14					
1.6 TDI CR 105 S	£18810	104	99	13	OCTAVIA 5dr hatch Extended wheelbase makes the Octavia an even more practical choice ★★★★★									
1.6 TDI CR 105 SE	£19930	104	99	13	1.6 TDI 105 SE Business	£19775	104	99	14					
1.8 TSI 180 FR	£22035	178	137	25	1.2 TSI 105 S	£16525	104	114	13					
2.0 TDI CR 150 FR	£22825	148	106	20	1.2 TSI 105 SE	£17875	104	114	13					
2.0 TDI CR 150 SE	£21280	148	106	19	1.2 TSI 105 SE	£16825	104	114	13					
2.0 TDI CR 184 FR	£23815	181	112	26	1.4 TSI 140 SE	£19075	138	121	18					
2.0 TDI 150 SE X-Perience	£24385	148	129	19	1.4 TSI 140 Eleg.	£20775	138	121	19					
2.0 TDI 150 SE Tech X-Perience	£26370	148	129	20	1.8 TSI 180 Laurin & Klement	£26630	178	135	25					
2.0 TDI 184 SE Tech X-Perience	£28870	181	129	23	2.0 TSI 220 vRS	£23830	217	142	29					
ALTEA 5dr hatch Short on interior flexibility and visibility. Well-judged drive ★★★★★					1.6 TDI 105 S	£18575	104	99	13					
1.6 TDI 105 i-Tech Ecomotive	£15445	103	119	14	1.6 TDI 105 SE	£19925	104	99	13					
2.0 TDI 140 i-Tech	£16245	138	129	19	1.6 TDI 105 Eleg.	£21625	104	99	14					
XL 1.6 TDI 105 i-Tech Ecomotiv	£16165	103	119	13	1.6 TDI 110 Greenline	£20225	108	90	15					
XL 2.0 TDI 140 i-Tech	£16965	138	129	19	1.6 TDI 110 SE Business GreenL	£20225	108	90	19					
ALHAMBRA 5dr mpv Practical, refined and good value. Not exciting ★★★★★					2.0 TDI 150 SE	£20535	148	106	19					
2.0 TDI 140 Ecomotive S	£25630	138	146	18	2.0 TDI 150 SE Business	£20535	148	106	20					
2.0 TDI 140 Ecomotive SE	£27510	138	146	18	2.0 TDI 150 Eleg.	£22525	148	106	20					
2.0 TDI 140 Ecomotive i-TECH	£28630	138	146	18	2.0 TDI 150 Laurin & Klement	£26465	148	107	22					
2.0 TDI 140 Eco SE Lux	£30900	138	146	18	2.0 TDI 184 vRS	£24075	181	115	26					
2.0 TDI 177 SE	£28750	138	158	22	OCTAVIA 5dr estate Extended wheelbase makes the Octavia an even more practical choice ★★★★★									
2.0 TDI 177 SE Lux	£32420	138	158	22	1.6 TDI 105 Eleg. 4x4	£23880	104	119	14					
SKODA					1.6 TDI 105 SE 4x4	£22180	104	119	13					
CITIGO 3dr hatch The VW up in entry-level Skoda format ★★★★★					1.6 TDI 105 SE Business	£20580	104	99	13					
1.0 60 S	£8275	59	105	1	1.6 TDI 110 GreenLine	£21425	108	90	15					
1.0 60 SE	£9135	59	105	1	1.6 TDI 110 SE Business G'line	£21425	108	90	19					
1.0 60 Monte Carlo	£10670	59	105	2	2.0 TDI 150 Eleg. 4x4	£24780	148	124	20					
1.0 60 Greentech SE	£9495	59	95	1	2.0 TDI 150 SE 4x4	£23185	148	120	19					
1.0 60 Greentech Eleg.	£10010	59	95	1	2.0 TDI 150 SE Business	£21735	148	106	19					
1.0 75 Greentech Eleg.	£10400	74	98	2	1.2 TSI 105 S	£17330	104	117	13					
CITIGO 5dr hatch The VW up in entry-level Skoda format ★★★★★					1.2 TSI 105 SE	£18680	104	117	13					
1.0 60 S	£8625	59	105	1	1.4 TSI 140 SE	£19880	138	121	18					
1.0 60 SE	£9485	59	105	1	1.4 TSI 140 Eleg.	£21580	138	121	19					
1.0 60 Monte Carlo	£11020	59	105	2	1.8 TSI 180 Laurin & Klement	£27830	178	136	25					
1.0 60 Greentech SE	£9845	59	95	1	2.0 TSI 220 vRS	£25030	217	142	29					
1.0 60 Greentech Eleg.	£10360	59	95	1	1.6 TDI 105 S	£19380	104	99	13					
1.0 75 Greentech Eleg.	£10750	74	98	2	1.6 TDI 105 SE	£20730	104	99	13					
FABIA 5dr hatch Straight-laced for a supermini, but as likeable an all-rounder as you'll find ★★★★★					1.6 TDI 105 Eleg.	£22430	104	99	14					
1.0 60 S	£10600	59	106	2	2.0 TDI 150 SE	£21735	148	106	19					
1.0 75 S	£11460	74	108	4	2.0 TDI 150 Scout 4x4	£25405	148	125	-					
1.0 75 SE	£12820	74	108	3	2.0 TDI 150 Eleg.	£23330	148	110	20					
1.0 75 SE L	£13610	74	108	3	2.0 TDI 150 Laurin & Klement	£27665	148	107	22					
1.2 TSI 90 SE	£13450	89	107	8	2.0 TDI 184 Scout 4x4	£28200	181	129	-					
1.2 TSI 90 SE L	£14240	89	107	8	2.0 TDI 184 vRS	£25275	181	117	26					
1.2 TSI 110 S DSG	£13740	108	109	13	ROOMSTER 5dr mpv Quirky looks, talented package, awkward image ★★★★★									
1.2 TSI 110 SE	£14100	108	110	12	1.2 S	£12105	69	143	5					

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
2.2 D-CAT 150 Icon	E24450	148	170	25
2.6 D-CAT 150 Icon+	E27405	148	170	25
2.2 D-CAT 150 Excel	E28250	148	173	26
VERSO 5dr mpv Ride is firm and boot space limited with all seats in use	★★★★☆			
1.6 V-matic Active 5st	E17770	130	157	13
1.6 V-matic Active 7st	E18300	130	157	13
1.6 V-matic Icon 7st	E20300	130	157	13
1.8 V-matic Icon M'Drive 7st	E21800	145	153	15
1.8 V-matic Excel M'Drive 7st	E24300	145	150	15
1.6 D-40 Active	E19990	122	119	13
1.6 D-40 Icon	E21995	122	119	14
LAND CRUISER V8 5dr 4x4 A dinosaur, but likeable. Pricey to buy and run	★★★★☆			
4.5 D-40	E65725	286	250	45
LAND CRUISER 3dr 4x4 A real go-anywhere vehicle.	★★★★☆			
Spongy on road	★★★★☆			
3.0 D-40 188 LC3	E32765	185	214	31
LAND CRUISER 5dr 4x4 A real go-anywhere vehicle.	★★★★☆			
Spongy on road	★★★★☆			
3.0 D-40 190 LC3	E37015	187	213	31
3.0 D-40 190 LC4	E47465	187	213	34
3.0 D-40 190 LC5	E52915	187	213	38
GTR6 2dr coupé A tail-out tribute to all our favourite things. Splendid. Cheaper now, too	★★★★★			
2.0 Primo	E23000	197	180	33
2.0 GTR6	E25000	197	180	33
2.0 Aero	E27500	197	192	33
2.0 Giallo	E27500	197	180	34
2.0 GTR6 auto	E25995	197	164	33
VAUXHALL				
VIVA 5dr hatch Comfortable and spacious, although class leaders are sweeter to drive	★★★★☆			
1.0 Ecoflex SE A-C	E8665	73	99	-
1.0 SE A-C	E8490	70	104	-
1.0 SE	E7995	73	104	-
1.0 Ecoflex SE	E8170	73	99	-
1.0 SL	E9495	73	104	-
ADAM 3dr hatch Certainly looks the part, but there are better superminis ahead of it	★★★★☆			
1.0 S-5 Jam	E13630	113	114	3
1.0 S-5 Giam	E15000	113	114	3
1.0 S-5 Siam	E15500	113	114	3
1.0 S-5 Rocks Air	E16995	113	119	3
1.2 Jam	E11630	69	124	3
1.2 Jam S-5	E11925	69	118	3
1.2 Giam	E13000	69	124	3
1.2 Giam S-5	E13295	69	118	3
1.2 Siam	E13500	69	124	3
1.2 Siam S-5	E13795	69	118	3
1.4 87 Jam	E11955	86	129	6
1.4 87 Giam	E13325	86	129	6
1.4 87 Siam	E13825	86	129	6
1.4 100 Jam	E12480	99	129	9
1.4 100 Jam S-5	E12775	99	119	9
1.4 100 Giam	E13850	99	129	9
1.4 100 Giam S-5	E14145	99	119	9
1.4 100 Siam	E14350	99	129	9
1.4 100 Siam S-5	E14645	99	119	9
1.4T 150 Grand Siam	E16995	148	139	14
CORSA 3dr hatch Very refined, stylish and practical. Engines not so good	★★★★☆			
1.0i 90 S-5 Design	E12910	89	102	9
1.0i 90 S-5 SRI	E13605	89	102	9
1.0i 90 S-5 SE	E14250	89	102	9
1.0i 115 S-5 Sting	E10825	113	-	12
1.0i 115 S-5 Sting R	E11175	113	-	12
1.0i 115 S-5 SRI VX-Line	E14640	113	-	12
1.2i 70 Life	E11080	69	126	2
1.2i 70 Sting	E9175	69	126	2
1.2i 70 Design	E11080	69	126	2
1.2i 70 SRI	E11775	69	126	2
1.2i 70 SRI VX-Line	E12810	69	126	2
1.2i 70 SE	E12420	69	126	2
1.4i 90 Life	E11425	89	121	6
1.4i 90 Sting	E9520	89	121	-
1.4i 90 Design	E11425	89	121	-
1.4i 90 Easytronic Design	E12080	89	119	-
1.4i 90 SRI	E12120	89	121	-
1.4i 90 SRI VX-Line	E13155	89	121	-
1.4i 90 SE	E12765	89	121	-
1.4i 100 Turbo SRI	E12775	99	119	10
1.4i 100 Turbo SRI VX-Line	E13810	99	119	10
1.4i 100 Turbo SE	E13420	99	119	10
1.3 CDTi 75 S-5 Life	E13330	74	99	6
1.3 CDTi 75 S-5 Design	E13330	74	99	-
1.3 CDTi 75 S-5 SRI	E14025	74	99	-
1.3 CDTi 75 S-5 SRI VX-Line	E15060	74	99	-
1.3 CDTi 75 S-5 SE	E15170	74	85	-
CORSA 5dr hatch Very refined, stylish and practical. Engines not so good	★★★★☆			
1.0i 90 S-5 Design	E12910	89	102	9
1.0i 90 S-5 SRI	E13605	89	102	9
1.0i 90 S-5 SE	E14250	89	102	9
1.0i 115 S-5 Sting	E10825	113	-	12
1.0i 115 S-5 Sting R	E11175	113	-	12
1.0i 115 S-5 SRI VX-Line	E14640	113	-	12
1.2i 70 Life	E11080	69	126	2
1.2i 70 Sting	E9175	69	126	2
1.2i 70 Design	E11080	69	126	2
1.2i 70 SRI	E11775	69	126	2
1.2i 70 SRI VX-Line	E12810	69	126	2
1.2i 70 SE	E12420	69	126	2
1.4i 90 Life	E11425	89	121	6
1.4i 90 Sting	E9520	89	121	-
1.4i 90 Design	E11425	89	121	-
1.4i 90 Easytronic Design	E12080	89	119	-
1.4i 90 SRI	E12120	89	121	-
1.4i 90 SRI VX-Line	E13155	89	121	-
1.4i 90 SE	E12765	89	121	-
1.4i 100 Turbo SRI	E12775	99	119	10
1.4i 100 Turbo SRI VX-Line	E13810	99	119	10
1.4i 100 Turbo SE	E13420	99	119	10
1.3 CDTi 75 S-5 Life	E13330	74	99	6
1.3 CDTi 75 S-5 Design	E13330	74	99	-
1.3 CDTi 75 S-5 SRI	E14025	74	99	-
1.3 CDTi 75 S-5 SRI VX-Line	E15060	74	99	-
1.6T 200 Sport S-S	E14670	74	99	-
1.6T 200 SRI S-S	E14525	94	85	9
2.0 CDTi 165 Sport auto	E15560	94	85	-
2.0 CDTi 165 SRI	E15170	94	85	-
1.4T 16v 120 Sport S-S	E13915	118	139	13
1.4T 16v 140 Sport S-S	E20245	138	139	16
1.4T 16v 120 SRI S-S	E21070	118	139	14
1.4T 16v 140 SRI S-S	E21470	138	139	16
2.0T 280 VXR	E27620	276	189	35
2.0 CDTi 6TC Sp. 165	E22300	163	127	20
2.0 CDTi 6TC SRI 165	E23525	163	127	20
2.0 CDTi 195 Biturbo S-S	E24520	192	129	-
CASCADA 2dr open Comfortable and credible alternative to the usual ragtops	★★★★☆			
1.6T 200 Sport Elite	E29510	202	168	24
1.6T 200 SE	E26615	202	168	24
1.4T 140 SE S-S	E24500	138	148	20
1.4T 140 SE S-S	E27875	138	148	21
1.6T 170 SE Au	E27600	168	168	24
1.6T 170 SE Au	E30495	168	168	24
2.0 CDTi 165 SE S-S	E26480	163	138	23
2.0 CDTi 165 SE S-S	E28580	163	138	23
2.0 CDTi 195 Biturbo Elite S-S	E30065	192	138	27
INSIGNIA 5dr hatch Nearly as good as a Mondeo.	★★★★☆			
1.4T 140 SRI Nav	E20394	138	123	15
1.6T 170 Elite Nav	E24229	168	139	20
1.8i VVT Design Nav	E17679	138	164	14
1.8i VVT SRI Nav	E19479	138	164	14
2.0 CDTi 120 Design Nav	E19934	118	99	15
2.0 CDTi 120 Elite Nav	E24114	118	99	16
2.0 CDTi 120 SRI Nav	E21734	118	99	15
2.0 CDTi 120 SRI VX-Line Nav	E22954	118	99	16
2.0 CDTi 130 Design Nav	E18244	128	112	16
2.0 CDTi 130 SRI Nav	E19094	128	112	16
2.0 CDTi 130 SRI VX-Line Nav	E21614	128	112	16
2.0 CDTi 130 SE	E20044	128	112	16
2.0 CDTi 130 SRI	E20044	128	112	16
2.0 CDTi 130 SRI Nav	E20894	128	112	16
2.0 CDTi 130 SRI VX-Line	E21264	128	112	16
2.0 CDTi 130 SRI VX-Line Nav	E22114	128	112	16
2.0 CDTi 140 Design Nav	E20184	138	99	18
2.0 CDTi 140 Elite Nav	E24364	138	99	19
2.0 CDTi 140 SRI Nav	E21984	138	99	19
2.0 CDTi 140 SRI VX-Line Nav	E23204	138	99	19
2.0 CDTi 170 SRI Nav	E22134	168	114	20
2.0 CDTi 195 Biturbo SRI Nav	E25804	192	125	24
2.0 CDTi 195BiturboEliteNav aut	E28359	192	149	24
2.0 CDTi 195BiturboSRI VX-LnNav	E27024	192	125	24
2.0T 250 Elite Nav	E24814	247	169	26
2.0T 250 SRI VX-Line Nav	E23654	247	169	26
2.8T VXR Supersport	E30129	321	249	37
1.4T 140 Design Nav	E17744	138	123	15
1.4T 140 Design Nav	E18594	138	123	15
1.4T 140 Energy	E21199	138	123	15
1.4T 140 SRI	E19544	138	123	15
1.4T 140 SE	E19544	138	123	15
2.0 CDTi 140 Tech Line	E20394	138	123	15
1.6T 170 Elite	E23379	168	139	20
1.8i VVT Design	E16829	138	164	14
1.8 VVT Energy	E20284	138	164	15
1.8 VVT SRI	E18629	138	164	14
2.0T 250 SRI VX-Line	E22804	247	169	26
2.0T 250 Elite	E23964	247	169	26
2.0 CDTi 120 Design	E19054	118	99	15
2.0 CDTi 120 Energy	E22454	118	99	16
2.0 CDTi 120 SRI	E20884	118	99	15
2.0 CDTi 120 SRI VX-Line	E22104	118	99	16
2.0 CDTi 120 SE	E20884	118	99	15
2.0 CDTi 120 Elite	E23264	118	99	16
2.0 CDTi 140 Design	E19334	138	99	18
2.0 CDTi 140 Energy	E22704	138	99	19
2.0 CDTi 140 SRI	E21134	138	99	19
2.0 CDTi 140 SRI VX-Line	E22354	138	99	19
2.0 CDTi 140 SE	E21134	138	99	19
2.0 CDTi 140 Tech Line	E21984	138	99	19
2.0 CDTi 140 Elite	E23514	138	99	19
2.0 CDTi 170 Design	E20334	168	114	20
2.0 CDTi 170 Design Nav	E21184	168	114	20
2.0 CDTi 170 Energy	E23704	168	114	20
2.0 CDTi 170 SRI	E22134	168	114	20
2.0 CDTi 170 SRI VX-Line	E23354	168	114	20
2.0 CDTi 170 SRI VX-Line Nav	E24204	168	114	20
2.0 CDTi 170 SE	E22134	168	114	20
2.0 CDTi 170 Tech Line	E22984	168	114	20
2.0 CDTi 170 SE	E24514	168	114	20
2.0 CDTi 170 Elite Nav	E23564	168	114	20
2.0 CDTi 195 Biturbo SRI	E24954	192	125	24
2.0 CDTi 195 BiturboSRI VX-Line	E26174	192	125	24
2.0 CDTi 195 BiturboElite auto	E27519	192	149	24
INSIGNIA SPORTS TOURER 5dr estate Nearly as good as a Mondeo. Inert steering	★★★★☆			
1.4T 140 Design Nav	E20029	138	131	15
1.4T 140 Energy S-S	E19179	138	131	15
1.4T 140 Energy S-S	E22634	138	131	15
1.6T 170 Elite Nav	E25564	168	146	20
1.6T 170 Elite S-S	E24714	168	146	20
2.0 CDTi 120 Design	E20384	118	104	15
2.0 CDTi 120 Design Nav	E21234	118	104	15
2.0 CDTi 120 Elite	E24564	118	104	16
2.0 CDTi 120 Elite Nav	E25414	118	104	16
2.0 CDTi 120 SRI Nav	E23034	118	104	15
2.0 CDTi 120 Tech Line	E23034	118	104	16
2.0 CDTi 130 Design	E19544	129	104	16
2.0 CDTi 130 Design Nav	E20394	129	104	16
2.0 CDTi 130 Energy	E22914	129	104	16
2.0 CDTi 130 Design Nav	E20634	129	104	16
2.0 CDTi 140 Design Nav	E21484	138	104	19
2.0 CDTi 140 Elite	E24814	138	104	19
2.0 CDTi 140 Elite Nav	E25664	138	104	19
2.0 CDTi 140 SRI	E24004	138	104	19
2.0 CDTi 140 SE	E22434	138	104	19
2.0 CDTi 140 SRI	E22434	138	104	19
2.0 CDTi 140 SRI Nav	E23284	138	104	19
2.0 CDTi 140 SRI VX-Line	E23654	138	104	19
2.0 CDTi 140 SRI VX-Line Nav	E24504	138	104	19
2.0 CDTi 140 Tech Line	E23824	138	104	19
2.0 CDTi 163 Country Nav 4x4	E28304	161	147	20
2.0 CDTi 195 Biturbo Elite aut	E28819	192	159	24
2.0 CDTi 195 Biturbo SRI	E26254	192	129	24
2.0 CDTi 195 Biturbo SRI VX-L	E27474	192	129	24
2.0 CDTi 195BiturboCo'tryNav4x4	E31009	192	174	24
2.0 CDTi 195BiturboSRI VX-Ln Nav	E28324	192	129	24
2.0 CDTi 195BiturboEliteNav auto	E29669	192	159	24
2.0T 250 SRI VX-Line Nav	E24954	247	174	26
2.0T 250 SRI VX-Line S-S	E24104	247	174	26
2.8T VXR Supersport	E31429	321	249	37
2.0 CDTi 163 Country 4x4	E27154	161	147	20
2.0 CDTi 195 Biturbo Country 4x4	E29854	192	174	24

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
BEETLE 2dr open Huge improvement, but Golf underneath is superior ★★★★★				
1.2 TSI 105	£19230	104	129	15
1.2 TSI 105 Design	£21625	104	129	16
1.4 TSI 150 Design	£23515	148	138	22
1.4 TSI 150 Sport	£25115	148	138	22
2.0 TDI 110	£21040	108	115	15
2.0 TDI 110 Design	£23415	108	115	16
2.0 TDI 150 Design	£24245	148	120	23
2.0 TDI 150 Sport	£25845	148	120	23
2.0 TSI 220 Sport	£26345	217	154	29
CC 4dr saloon Loses a name and adds some flair, but never compels ★★★★★				
1.4 TSI 160 BMT	£25050	158	144	27
2.0 TDI 177 BMT GT	£29820	177	120	27
2.0 TSI 210 GT	£29285	208	169	29
2.0 TSI 210 R-Line	£29935	208	169	32
2.0 TDI 140 BMT	£26115	138	119	23
2.0 TDI 140 BMT GT	£27695	138	119	24
2.0 TDI 177 BMT R-Line	£30470	177	120	28
EOS 2dr cc Pleasant and predictable drive. Feeling old now ★★★★★				
1.4 TSI 160 Sport	£27610	158	157	24
2.0 TSI 210 Sport	£29610	208	165	30
2.0 TDI Blue Tech Sp.	£28185	138	125	23
2.0 TDI Blue Tech Exec.	£31325	138	125	23
SCIROCCO 3dr coupé A complete coupe. Entertaining, practical and stylish ★★★★★				
1.4 TSI 125	£20735	123	125	12
1.4 TSI 125 GT	£22585	123	125	13
2.0 TSI 180	£22790	178	142	31
2.0 TSI 220 GT	£26125	217	142	37
2.0 TSI 220 R-Line	£28195	217	139	37
2.0 TSI 280 R	£32580	276	187	42
2.0 TDI 150	£23455	148	109	27
2.0 TDI 150 GT	£25305	148	109	28
2.0 TDI 150 R-Line	£27375	148	109	28
2.0 TDI 184 GT	£26305	181	115	31
2.0 TDI 184 R-Line	£28375	181	115	31
PASSAT 4dr saloon Supremely well-executed family-sized prospect ★★★★★				
1.6 TDI 120 S	£22320	118	105	15
1.6 TDI 120 SE	£23460	118	105	12
1.6 TDI 120 SE Business	£24115	118	105	12
1.6 TDI 120 GT	£25420	118	109	13
2.0 TDI 150 S	£23445	148	106	21
2.0 TDI 150 SE	£24585	148	106	19
2.0 TDI 150 SE Business	£25240	148	106	19
2.0 TDI 150 GT	£26545	148	109	19
2.0 TDI 150 R-Line	£27540	148	109	19
2.0 TDI SCR 190 GT	£27895	187	107	22
2.0 TDI SCR 190 R-Line	£28890	187	107	23
2.0 TDI 240 BITDI SCR GT	£34625	237	139	28
2.0 TDI 240 BITDI SCR R-Line	£35620	237	139	28
PASSAT 5dr estate Supremely well-executed family-sized prospect ★★★★★				
1.6 TDI 120 GT	£26970	118	110	13
1.6 TDI 120 S	£23870	118	107	15
1.6 TDI 120 SE	£25010	118	107	12
1.6 TDI 120 SE Business	£25665	118	107	12
2.0 TDI 150 GT	£28095	148	110	19
2.0 TDI 150 R-Line	£29090	148	110	19
2.0 TDI 150 S	£24995	148	107	21
2.0 TDI 150 SE	£26135	148	107	19
2.0 TDI 150 SE Business	£26790	148	107	19
2.0 TDI 190 SCR GT	£29445	187	110	22
2.0 TDI 190 SCR R-Line	£30440	187	110	23
2.0 TDI 240 BITDI SCR GT	£36175	237	140	28
2.0 TDI 240 BITDI SCR R-Line	£37170	237	140	28
PHAEON 4dr saloon Big VW feels old now, and struggles to justify its price ★★★★★				
3.0 V6 TDI 240 SWB	£55550	236	224	45
3.0 V6 TDI 240 LWB	£58110	236	224	45
TOURAN 5dr mpv Good chassis but little inspiration. Bland appearance ★★★★★				
2.0 TDI 177 Sport	£28500	177	150	24
1.2 TSI 105 S	£19940	104	129	15
1.4 TSI 140 SE	£23750	138	159	18
1.6 TDI 105 Blue Tech S	£21750	104	121	14
1.6 TDI 105 BlueTech SE	£23855	104	121	14
2.0 TDI 140 Blue Tech SE	£25620	138	127	19
2.0 TDI 140 BlueTech Sp.	£27080	138	127	19
SHARAN 5dr mpv Refined, flexible big MPV. Seat version is cheaper ★★★★★				
2.0 TDI 177 SE	£30730	177	152	23
2.0 TDI 177 SEL	£33630	177	152	23
1.4 TSI 150 S	£25500	148	167	16
1.4 TSI 150 SE	£27810	148	167	16
2.0 TSI 200 SEL DSG	£33955	197	198	25
2.0 TDI 115 S	£26065	113	146	14
2.0 TDI 140 S	£26815	138	146	18
2.0 TDI 140 SE	£29125	138	146	18
2.0 TDI 140 SEL	£32025	138	146	18
2.0 TDI 140 Exec	£32275	138	146	18
TIGUAN 5dr 4x4 Dull but capable soft roader. Pricey, but good ride and handling ★★★★★				
1.4 TSI 160 BMT Match 2WD	£23955	158	156	21
1.4 TSI 160 Match 4WD	£25645	158	178	21
2.0 TDI 140 BMT Match 2WD	£25150	138	138	18
2.0 TDI 140 BMT Match 4WD	£26920	138	150	19
2.0 TDI 177 BMT Match 4WD	£27925	175	151	23
2.0 TSI 180 Match 4WD	£26485	178	198	24
1.4 TSI 160 Blue Tech S	£21960	158	156	18
1.4 TSI 160 S 4WD	£23650	158	178	18
2.0 TSI 210 R-line 4WD	£29180	208	199	22
2.0 TDI 110 BMT S 2WD	£22605	109	138	14
2.0 TDI 140 BMT S 2WD	£23155	138	138	17
2.0 TDI 140 BMT S 4WD	£24925	138	150	17
2.0 TDI 140 BMT S 4WD	£27610	138	150	18
2.0 TDI 177 BMT R-line 4WD	£28750	138	150	18
2.0 TDI 177 BMT R-line 4WD	£29755	175	151	23
TOUAREG 5dr 4x4 Good value, and a great blend of comfort and deftness ★★★★★				
3.0 V6 TDI 204 SE	£43605	204	173	39
3.0 V6 TDI 204 R-line	£46605	204	173	40
3.0 V6 TDI 262 SE	£45405	258	174	42
3.0 V6 TDI 262 R-line	£48405	258	174	42
3.0 V6 TDI 262 Escape	£45605	258	180	42
CARAVELLE 5dr mpv Rugged workhorse to carry people ★★★★★				
2.0 TDI 140 SE SWB	£36006	138	189	25
2.0 TDI 140 SE 4Mot. SWB	£38484	138	206	26
2.0 TDI 140 SE LWB	£38190	138	189	23
2.0 TDI 140 Exec SWB	£38856	138	189	25
2.0 TDI 140 Exec. 4Mot. SWB	£41304	138	206	26
2.0 BITDI 180 SE SWB	£38070	177	192	29
2.0 BITDI 180 SE 4Mot. SWB	£40926	177	208	31
2.0 BITDI 180 SE LWB	£40254	177	192	30
2.0 BITDI 180 Exec SWB	£40920	177	192	30
2.0 BITDI 180 Exec DSG	£42840	177	199	30
2.0 BITDI 180 Business SWB DSG	£68622	177	214	38
2.0 BITDI180 Bus. 4Mot.SWBDSG	£71553	177	232	39
2.0 BITDI 180 Ex. 4Mot. SWB	£43776	177	208	31
2.0 D3 150 C-Country SE	£24870	148	117	21
2.0 D3 150 C-Country SE Nav	£25670	148	117	21
2.0 D3 150 C-Country Lux Nav	£27670	148	117	22
2.0 D4 190 SE	£24970	187	99	26
2.0 D4 190 SE Nav	£25770	187	99	26
2.0 D4 190 SE Lux Nav	£27770	187	99	27
2.0 D4 190 R-Design	£25745	187	99	25
2.0 D4 190 R-Design Nav	£26545	187	99	25
2.0 D4 190 R-Design Lux Nav	£28220	187	99	26
2.0 D4 190 C-Country SE Nav	£26870	187	112	24
2.0 D4 190 C-Country Lux Nav	£28770	187	112	24
S60 4dr saloon T6 is rapid, all-weather sports car, if a niche choice ★★★★★				
1.6 D2 R-Design Lux Nav S-S	£31745	113	103	20
1.6 D2 R-Design Lux S-S	£30745	113	103	20
1.6 D2 R-Design Nav S-S	£29245	113	103	19
1.6 D2 R-Design S-S	£28245	113	103	18
1.6 D2 SE Lux Nav S-S	£30045	113	103	19
1.6 D2 SE Lux S-S	£29045	113	103	19
1.6 D2 SE Nav S-S	£27745	113	103	18
1.6 D2 SE S-S	£26745	113	103	18
1.6 T3 R-Design Nav S-S	£28305	148	135	23
1.6 T3 SE Nav S-S	£26805	148	135	23
2.0 D3 R-Design Lux Nav S-S	£32595	134	114	25
2.0 D3 R-Design Lux S-S	£31795	134	114	25
2.0 D3 R-Design Nav S-S	£30095	134	114	24
2.0 D3 SE Lux Nav S-S	£30895	134	114	24
2.0 D3 SE Nav S-S	£28595	134	114	23
2.0 D4 R-Design Lux Nav S-S	£33845	178	99	29
2.0 D4 R-Design Lux S-S	£32645	178	99	29
2.0 D4 R-Design Nav S-S	£31345	178	99	28
2.0 D4 R-Design S-S	£30145	178	99	28
2.0 D4 SE Lux Nav S-S	£32145	178	99	29
2.0 D4 SE Lux S-S	£30945	178	99	29
2.0 D4 SE Nav S-S	£29845	178	99	28
2.0 D4 SE S-S	£28645	178	99	27
2.4 D5 R-Design Lux Nav S-S	£35395	212	119	31
2.4 D5 R-Design Lux S-S	£32895	212	119	30
2.4 D5 SE Lux Nav S-S	£33695	212	119	30
1.6 T3 Business Edition S-S	£21005	148	135	21
1.6 T3 SE S-S	£26005	148	135	22
1.6 T3 R-Design S-S	£27505	148	135	23
1.6 D2 Business Edition S-S	£21745	113	103	17
2.0 D3 Business Edition S-S	£22395	134	114	22
2.0 D3 SE S-S	£27795	134	114	23
2.0 D3 SE Lux S-S	£30095	134	114	24
2.0 D3 R-Design S-S	£29295	134	114	23
2.0 D4 Business Edition S-S	£24045	178	99	26
V60 5dr estate Appealing cabin, nice looks and smooth drive. Too small ★★★★★				
1.6 D2 R-Design Lux Nav S-S	£33045	113	108	20
1.6 D2 R-Design Lux S-S	£32045	113	108	19
1.6 D2 R-Design Nav S-S	£30445	113	108	18
1.6 D2 R-Design S-S	£29445	113	108	18
1.6 D2 SE Lux Nav S-S	£31345	113	108	19
1.6 D2 SE Lux S-S	£30345	113	108	19
1.6 D2 SE Nav S-S	£28945	113	108	18
1.6 D2 SE S-S	£27945	113	108	17
1.6 T3 R-Design Nav S-S	£29505	148	139	23
1.6 T3 SE Nav S-S	£28005	148	139	22
2.0 D3 R-Design Lux Nav S-S	£33895	134	119	25
2.0 D3 R-Design Lux S-S	£33095	134	119	25
2.0 D3 R-Design Nav S-S	£31295	134	119	24
2.0 D3 SE Lux Nav S-S	£32195	134	119	25
2.0 D3 SE Nav S-S	£29795	134	119	23
2.0 D4 R-Design Lux Nav S-S	£35145	178	103	29
2.0 D4 R-Design Lux S-S	£33945	178	103	29
2.0 D4 R-Design Nav S-S	£32545	178	103	28
2.0 D4 R-Design S-S	£31345	178	103	28
2.0 D4 SE Lux Nav S-S	£33445	178	99	29
2.0 D4 SE Lux S-S	£32245	178	99	29
2.0 D4 SE Nav S-S	£31045	178	99	28
2.0 D4 SE S-S	£29845	178	99	27
2.4 D5 R-Design Lux Nav S-S	£36695	212	120	31
2.4 D5 R-Design Lux S-S	£34095	212	120	29
2.4 D5 SE Lux Nav S-S	£34995	212	120	30
1.6 T3 Business Edition S-S	£22205	148	139	21
1.6 T3 SE S-S	£27205	148	139	22
1.6 T3 R-Design S-S	£28705	148	139	23
3.0 T6 Polestar	£49785	346	237	38
1.6 D2 Business Edition S-S	£22945	113	108	17
2.0 D3 Business Edition S-S	£23995	134	119	22
2.0 D3 SE S-S	£28995	134	119	23
2.0 D3 R-Design S-S	£30495	134	119	24
2.0 D4 Business Edition S-S	£25245	178	99	26
2.4 D6 AWD Plug-in Hybrid	£50175	275	48	-
2.4 D6 AWD Plug-in H R-Design LWB	£51875	275	48	-
V70 5dr estate Spacious, but suffers from vague steering and old engines ★★★★★				
1.6 D2 SE Lux S-S auto	£33220	113	111	21
1.6 D2 SE Nav S-S auto	£31620	113	111	19
2.0 D3 SE Nav S-S	£31620	161	119	25
2.0 D4 SE Nav S-S	£34720	178	113	30
2.0 D4 SE Nav S-S	£33120	178	113	29
2.0 D5 SE Nav S-S	£34570	212	126	32
1.6 D2 Business Edition S-S auto	£25695	113	111	18
1.6 D2 SE Nav S-S auto	£25695	161	119	24
2.0 D3 SE Lux S-S	£33220	161	119	26
2.0 D4 Business Edition S-S	£27195	178	113	28
2.0 D5 Business Edition S-S	£28645	161	126	29
2.4 D5 SE Lux S-S	£36170	212	126	32
S80 4dr saloon Refined, high-quality exec saloon. Poor ride and residuals ★★★★★				
1.6 D2 SE Lux S-S auto	£32220	113	1	

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30-70mph Indicates overtaking ability through the gears

50-70mph Recorded in top gear (**kickdown with an automatic) and demonstrates flexibility

Fuel economy Prior to 7.1.15, figures are touring, recorded over a set road route, and test average. From 7.1.15 on, figures are average and extra-urban, to the What Car?/True MPG standard

Braking 60-0mph Recorded on a high-grip surface at a test track

Mph/1000rpm Figure is the speed achieved in top gear

ALFA ROMEO

MITO 3dr hatch ★★★★★	
1.4 Cloverleaf 136	7.9 21.1 6.9 7.3 2.7 168 184 23.2 36/42 1265 7.4.10
GIULIETTA 5dr hatch ★★★★★	
2.0 JTDm 135	8.4 22.3 7.7 7.9 2.7 168 258 34.8 40/57 1475 13.10.10

ALPINA

B3 BITURBO 4dr saloon ★★★★★	
B3 Biturbo 155	4.7 10.3 3.8 6.8 2.9 404 443 41.5 27/35 1610 29.8.13

ARIEL

ATOM 0dr open ★★★★★	
V8 170	3.0 5.7 1.9 3.7 2.55 475 268 16.4 21/37 650 10.8.11
NOMAD 0dr open ★★★★★	
Nomad 125	4.5 12.7 3.9 7.7 3.10 235 221 26.7 na/na 735 24.6.15

ASTON MARTIN

V8 Vantage 2dr coupé ★★★★★	
Roadster 175	5.2 12.0 3.6 7.9 2.7 380 302 26.0 17/22 1713 25.4.07
RAPIDE 4dr coupé ★★★★★	
Rapide S 190	5.3 11.3 4.3 8.3 3.03 550 457 33.6 19/23 1990 20.3.13

AUDI

A1 3dr hatch ★★★★★	
1.4 TFSI Sport 126	8.4 22.4 8.9 12.8 2.2 120 148 30.2 34/43 1165 10.11.10
S1 155	5.9 14.4 5.2 5.4 2.6 228 273 25.6 30/39 1390 28.5.14
A3 3dr/5dr hatch ★★★★★	
2.0 TDI Sport 134	8.9 25.9 11.4 10.8 2.7 148 236 30 48/59 1355 26.9.12
S'back e-tron 138	7.9 20.9 6.6 8.5 3.0 201 258 30.7 45/49 1540 31.12.14
RS3 S'Back 155	4.1 10.3 3.7 7.7 2.8 362 343 34.2 26/37 1595 10.6.15
A4 4dr saloon/5dr estate ★★★★★	
2.0 TDI SE 134	9.7 29.4 11.3 9.7 2.6 141 236 32.7 38/48 1605 20.2.08
RS4 174	4.4 10.3 3.9 7.7 2.9 444 317 28.9 20/32 1795 17.10.12
A5 4dr coupé/cabriolet ★★★★★	
3.0 TDI quattro 155	6.4 16.6 5.9 8.0 2.7 237 368 35.7 32/43 1755 25.7.07
3.0 TDI cabrio 153	7.1 20.2 6.0 *4.0 2.9 237 368 32.4 34/38 2035 12.9.09
RS5 4.2 V8 155	4.6 10.7 4.0 8.9 2.7 444 317 29.0 22/30 1855 27.10.10
A6 4dr saloon/5dr estate ★★★★★	
2.0 TDI SE 141	8.9 24.1 7.7 9.3 2.8 175 280 34.4 44/55 1675 4.5.11
3.0 TDI SE 155	7.2 20.3 6.4 3.9 2.9 201 295 39.9 34/46 1805 19.10.11
RS6 Avant 155	3.7 8.7 3.1 12.8 2.4 552 516 40.0 20/28 2010 3.7.13
A7 Sportback 4dr saloon ★★★★★	
3.0 V6 TDI 155	6.7 18.7 6.5 *4.0 2.8 241 369 42.9 31/40 1940 9.2.11
A8 4dr saloon ★★★★★	
4.2 V8 TDI 155	5.0 13.0 5.4 *3.4 2.5 346 590 53.1 28/35 2130 16.6.10
TT 2dr ★★★★★	
2.5 RS 155	4.7 11.4 4.4 4.8 2.6 335 332 27.4 24/33 1450 19.8.09
NEW TT 2dr ★★★★★	
2.0 TFSI S-line 155	6.6 14.5 5.0 6.5 2.5 227 273 30.1 29/35 1305 26.11.14
Q3 5dr 4x4 ★★★★★	
2.0 TDI SE 132	8.3 25.5 8.1 *11.5 2.7 176 280 35.8 33/46 1710 16.11.11
RS 155	5.0 12.6 4.5 8.3 2.8 306 310 32.4 32.4 1655 1.1.14
Q5 5dr 4x4 ★★★★★	
2.0 TDI SE 125	9.9 34.2 10.2 9.9 2.8 168 258 29.8 29/37 1880 14.1.09
NEW Q7 5dr 4x4 ★★★★★	
3.0 TDI S line 145	6.2 17.6 6.2 *3.8 - 268 443 47.6 32/36 2245 12.8.15
R8 2dr coupé ★★★★★	
4.2 V8 187	4.4 10.5 4.2 6.7 2.7 414 317 24.0 16/22 1560 23.5.07
5.2 V10 Spyder 195	4.1 8.9 3.2 5.5 2.4 518 391 24.3 17/25 1720 24.3.10

BENTLEY

CONTINENTAL 2dr coupé ★★★★★	
GTC V8 187	4.5 10.8 3.9 *2.7 2.8 500 487 27.4 18/27 2470 4.4.12
GT 198	4.6 10.9 4.2 *2.4 2.5 567 516 34.9 7/15 2375 1.6.11
GT3-R 170	3.7 8.2 3.1 8.7 3.0 572 518 37.6 -18 2195 8.7.15
FLYING SPUR 4dr saloon ★★★★★	
W12 200	4.5 10.4 3.6 8.4 3.0 616 590 44.5 18/26 2475 7.8.13
MULSANNÉ 4dr saloon ★★★★★	
6.75 V8 184	5.7 13.7 4.8 *2.8 2.6 505 752 44.8 18/21 2745 21.9.11

BMW

1-SERIES 3dr/5dr hatch ★★★★★	
116d ED Plus 124	10.2 30.0 10.0 17.3 - 114 199 37.7 54/60 1395 27.5.15
M135i 155	4.6 11.4 4.0 6.8 2.6 315 322 35.9 30/41 1545 14.11.12
2-SERIES 3dr coupé/convertible ★★★★★	
220d SE 143	7.8 20.9 7.3 8.8 2.9 181 280 39.6 46/62 1450 19.3.14
220d C'vble 140	8.5 24.7 8.4 9.0 2.1 187 295 34.5 50/53 1610 1.4.15
M235i 155	6.3 14.7 5.7 5.4 2.7 322 332 28.1 26/35 1530 23.4.14
2-SERIES ACTIVE TOURER 5dr MPV ★★★★★	
218d Luxury 129	8.9 26.5 8.7 12.1 3.0 148 243 40.4 42/56 1450 24.12.14
3-SERIES 4dr saloon/5dr estate/5dr hatch ★★★★★	
320d Sport 146	7.7 20.9 7.6 9.7 2.6 181 280 36.2 41/57 1535 22.2.12
330d Touring 155	5.5 14.2 5.1 8.8 2.6 255 413 45.2 43/54 1735 21.11.12

Make and Model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb/ft)	Mph/1000rpm	Mpg test/touring	Weight (kg)	TEST DATE
318d Sport GT	130	9.5	28.6	9.5	12.4	2.7	141	236	36.5	50/57	1615	17.7.13
4-SERIES 3dr coupé	★★★★★											
435i M Sport	155	5.5	13.2	5.2	6.3	2.7	302	295	28.2	28/37	1585	18.9.13
M4	155	4.1	8.8	3.2	6.1	2.4	425	406	34.0	29/36	1585	9.7.14
5-SERIES 4dr saloon/5dr GT/5dr estate	★★★★★											
530d SE	155	6.4	16.1	5.4	*3.3	3.0	241	398	48.1	36/46	1830	31.3.10
520d SE Touring	138	8.1	23.0	8.3	*5.0	2.6	181	280	38.7	38/42	1810	6.10.10
ActiveHybrid5	155	5.6	13.5	5.0	10.5	2.6	335	332	40.4	27/33	1925	23.5.12
M5	155	4.3	9.0	3.6	6.4	2.8	552	502	38.2	19/28	1975	29.12.11
6-SERIES 2dr coupé/2dr open	★★★★★											
640d M Sport	155	5.3	13.1	4.6	*2.7	2.6	309	464	42.1	33/45	1840	2.11.11
650i cabrio	155	5.6	12.4	4.5	7.8	2.6	402	442	38.5	22/29	2085	6.4.11
7-SERIES 4dr saloon	★★★★★											
730d	153	6.9	17.7	6.4	*3.7	2.9	242	398	42.4	29/35	1915	3.12.08
13 5dr hatch	★★★★★											
1.3 Range Ext'd	93	8.1	-	7.6	*4.9	3.4	168	184	-	294wh/m	1390	22.1.14
18 2dr coupé	★★★★★											
i8	155	4.5	10.6	3.7	3.3	2.8	357	420	33.3	50/40	1560	17.9.14
Z4 2dr convertible	★★★★★											
sDrive35i	155	5.1	12.3	4.2	*2.5	2.8	302	295	29.0	26/34	1615	10.6.09
X1 5dr 4x4	★★★★★											
xDrive20d xLine	136	8.2	24.2	8.0	11.8	2.8	187	295	35.1	43/49	1625	14.10.15
X3 5dr 4x4	★★★★★											
xDrive20d SE	130	8.4	27.4	8.7	10.7	3.15	181	280	33.5	37/43	1825	12.1.11
X4 5dr 4x4	★★★★★											
xDrive30d	145	5.9	16.9	5.8	11.1	2.6	255	416	43.7	34/45	1895	27.8.14
X5 5dr 4x4	★★★★★											
xDrive M50d	155	5.7	15.3	5.2	9.5	2.9	376	546	40.5	28/34	2265	13.11.13
M	155	4.2	9.8	3.5	10.2	2.8	567	553	42.3	21/26	2350	13.5.15
X6 5dr 4x4	★★★★★											
xDrive35d	147	7.3	21.2	7.1	*4.1	2.6	282	428	34.0	26/31	2275	11.6.08
BUGATTI												
VEYRON 2dr coupé	★★★★★											
Super Sport	268	2.6	5.0	1.7	5.9	2.6	1183	1106	40.6	12/18	1995	2.3.11
CATERHAM												
CSR 2dr roadster	★★★★★											
CSR 260	143	4.1	9.8	3.1	4.4	3.3	260	200	22.8	24/26	570	11.10.05
SEVEN 2dr roadster	★★★★★											
Seven 160	100	8.4	-	8.7	7.6	4.8	80	79	16.7	39/45	490	20.11.13
CHEVROLET												
CAMARO 2dr coupé	★★★★★											
2.6 V8	155	5.6	12.4	4.5	12.2	2.7	426	419	43.3	23/29	1175	20.6.12
CORVETTE 2dr coupé	★★★★★											
Stingray	181	4.4	9.4	3.3	11.7	2.3	460	465	48.4	22/33	1539	8.10.14
CHRYSLER												
300C 4dr saloon	★★★★★											
3.0 Executive	144	7.3	21.1	7.5	*4.5	2.6	236	399	38.8	30/34	2040	29.8.12
CITROEN												
C3 5dr hatch	★★★★★											
1.4 VTR+	114	10.8	41.9	11.0	14.4	2.9	94	100	20.9	39/48	-	9.12.09
D53 5dr hatch	★★★★★											
1.6 THP 150	133	7.6	41.9	7.1	10.0	2.7	154	177	29.8	36/45	1200	3.3.10
Racing	146	7.2	18.1	6.5	8.9	3.1	204	203	30.4	33/40	1215	16.3.11
C4 5dr hatch	★★★★★											
2.0 HDi Excl.	129	8.5	25.2	7.9	9.2	3.15	148	251	34.2	43/49	1470	5.1.11
C4 CACTUS 5dr hatch	★★★★★											
1.6 BlueHDi 100	114	11.8	41.2	11.7	7.2	2.9	99	187	36.1	47/62	1225	16.7.14
C4 GRAND PICASSO 5dr MPV	★★★★★											
2.0 BlueHDi	130	10.1	30.1	9.6	12.5	2.9	148	273	34.7	44/52	1430	27.11.13
C5 4dr saloon	★★★★★											
2.2 HDi	136	8.7	25.3	8.8	9.1	2.9	171	273	34.5	38/44	1951	9.4.08
D55 5dr hatch	★★★★★											
2.0 HDi 160	134	9.1	26.5	8.7	11.0	2.9	161	251	40.1	42/55	1660	18.4.12
BERLINO 5dr MPV	★★★★★											
1.6 HDi 90	99	14.7	-	16.7	14.0	2.9	90	159	26.6	38/47	1580	8.10.08
DACIA												
SANDERO 5dr hatchback	★★★★★											
1.2 TFS Access	97	15.3	-	17.6	23.0	3.0	74	79	20.3	32/38	941	27.2.13
FERRARI												
458 2dr coupé	★★★★★											
458 Italia	202	3.3	7.0	2.4	5.7	2.3	562	398	-	17/20	1535	18.8.10
458 Speciale	202	3.2	6.8	2.3	5.4	2.5	597	398	-	17/na	1395	20.8.14
F12 2dr coupé	★★★★★											
F12 Berlinetta	211	3.0	6.5	2.3	5.4	2.2	731	509	29.7	13/18	1630	6.11.13
CALIFORNIA 2dr convertible	★★★★★											
California	193	3.9	9.2	3.2	6.6	2.5	453	357	25.9	15/24	1785	22.7.09
FIAT												
PANDA 5dr hatch	★★★★★											
1.2 Easy	102	14.6	-	15.3	19.9	3.0	68	75	22.2	39/49	1020	25.4.12
4x4 TwinAir	103	14.6	-	15.8	16.0	3.0	84	107	20.8	37/44	1050	17.4.13
500 3dr hatch	★★★★★											
Abarth 595	130	7.5	20.1	6.4	7.0	2.8	158	170	23.9	34/39	1035	26.2.14
500 TwinAir	108	11.7	-	13	15.3	3.3	84	107	22.9	35/39	1070	24.11.10
FORD												
KA 3dr hatch	★★★★★											
1.2 Style+	99	13.6	-	23.2	10.4	2.9	67	80	22.1	41/53	1020	25.2.09
B-MAX 5dr MPV	★★★★★											
1.0T EcoBoost	117	11.6	39.0	11.1	11.0	2.8	118	147	23.6	35/41	1345	02.1.13
FIESTA 3/5dr hatch	★★★★★											
1.4 Zetec	109	11.9	43.4	11.9	21.8	2.7	95	94	21.9	34/41	1090	15.10.08
ST-2	137	7.0	17.0	6.0	7.1	2.6	180	177	26.5	32/41	1163	15.5.13
FOCUS 5dr hatch	★★★★★											
1.5 TDCi Zetec	121	10.9	36.3	10.9	10.3	3.35	118	199	33.1	59/63	1343	28.1.15
GRAND C-MAX 5dr MPV	★★★★★											
2.0 TDCi Tium	124	9.2	28.6	8.8	11.1	2.8	138	236	35.6	37/48	1705	17.11.10
S-MAX 5dr MPV	★★★★★											
2.0 TDCi T'im	123	10.5	32.0	10.4	13.9	2.5	148	258	39.5	44/46	1725	26.8.15
GRAND TOURNO CONNECT 5dr MPV	★★★★★											
1.6 TDCi T'ium	103	13.2	-	13.9	19.1	2.9	114	236	26.7	40/45	1785	6.8.14
MONDEO												
4dr saloon/5dr/estate	★★★★★											
2.0 TDCi	130	10.0	28.8	9.4	12.7	3.1	148	258	38	53/56	1597	14.1.15
ECOSPORT 5dr off-road	★★★★★											
1.5 TDCi	99	14.3	-	15.2	14.4	2.7	89	151	28	39/48	1384	3.9.14
KUGA 5dr off-road	★★★★★											
2.0 TDCi	122	10.9	44.2	11.8	7.4	2.6	161	251	31.6	34/39	1707	13.3.13
RANGER 5dr pick-up	★★★★★											
3.2 TDCi	109	10.8	35.7	10.7	9.8	3.2	197	347	32.4	28/35	2265	10.10.12
GINETTA												
4dr 2dr coupé	★★★★★											
2.0	140	6.3	17.2	6.1	8.3	3.6	175	140	22.6	28/-	880	5.10.11
HONDA												
JAZZ 5dr hatch	★★★★★											
1.4 ES	113	10.7	35.2	10.7	14.3	3.2	99	94	20.5	35/43	1075	29.10.08
CIVIC 5dr hatch	★★★★★											
2.2 i-DTEC EX	135	8.3	24	7.9	12.2	-	148	258	38.7	38/55	1480	11.1.12
Type R GT	167	5.5	13.4	5.0	6.7	2.7	306	295	27	32/37	1378	5.8.15
HR-V 5dr hatch	★★★★★											
1.6 i-DTEC SE	119	10.5	34.9	10.4	11.2	-	118	221	34.4	56/57	1324	16.9.15
CR-V 5dr off-road	★★★★★											
2.2 i-DTEC EX	118	9.7	31.3	9.9	5.9	2.5	148	258	32.4	36/45	1806	24.10.12
HYUNDAI												
i10 5dr hatch	★★★★★											
1.0 SE	96	14.7	-	16.2	19.9	2.9	65	70	20.0	44/51	925	29.1.14
i20 5dr hatch	★★★★★											
1.4 SE	114	12.2	42.4	12.1	17.3	3.0	99	99	21.8	43/54	1060	7.1.14
130 5dr hatch	★★★★★											
1.6 CRDi Active	115	11.7	38.3	11.5	14.8	2.8	109	192	22.5	49/60	1360	14.3.12
140 5dr estate	★★★★★											
1.7 CRDi	118	12.2	41.4	12.5	12.3	2.9	114	192	29.4	44/51	1555	7.9.11
ix35 5dr SUV	★★★★★											
2.0 Premium	112	10.9	40.9	11.1	9.2	2.9	134	236	29.1	36/44	1695	17.3.10
SANTA FE 5dr SUV	★★★★★											
2.2 CR												

Make and Model

Top speed

0-60mph

0-100mph

30-70mph

50-70mph

Braking 60-0mph

Power (bhp)

Torque (lb/ft)

Mph/1000rpm

Mig test/rounding

Weight (kg)

TEST DATE

EVORA 2dr coupé ★★★★★☆

Evora Z+2 162 5.4 13.0 4.7 8.2 2.3 276 258 27.8 24/33 1382 26.8.09

Evora S 2+0 172 4.5 11.0 4.0 6.8 2.4 345 295 34.8 21/26 1430 30.3.11

EXIGE S 2dr coupé ★★★★★★

Exige S 170 4.1 9.6 3.7 5.5 2.5 345 295 27 21/30 1176 3.4.13

MASERATI

GRANTURISMO 2dr coupé ★★★★★★

4.2 GT 177 5.6 13.0 4.9 *2.8 2.8 400 339 32.1 18/27 1975 2.2.08

GRANCABRIO 2dr open ★★★★★★

4.7 V8 175 5.1 11.9 4.5 11.2 2.4 433 362 32.1 17/22 2085 14.7.10

Ghibli 4dr saloon ★★★★★★

Diesel 155 6.5 17.2 6.0 5.1 2.7 271 443 43.3 31/40 1835 12.3.14

MAZDA

2.5dr hatch ★★★★★☆

1.5 Sky-V-G SE 114 10.4 38.0 7.0 20.2 3.1 89 109 27.9 51/55 1050 22.4.15

3.5dr hatch ★★★★★★

2.2 SE-L 130 9.0 26.6 9.1 9.9 3.0 148 280 29.7 46/60 1470 4.12.13

5.5dr MPV ★★★★★★

1.6D Sport 111 12.5 - 13.4 11.1 2.9 113 199 31.3 35/40 1555 16.2.11

6.4dr saloon/5dr estate ★★★★★★

2.2 Sport Nav 139 7.9 21.2 7.1 7.9 2.7 173 309 35 44/56 1480 23.1.13

MX-5 2dr open ★★★★★★

1.5 SE-L Nav 127 8.4 24.8 7.9 14.7 3.3 129 111 24.5 46/49 1050 2.9.15

CX-3 5dr hatch ★★★★★★

1.5D SE-L Nav 110 10.3 34.7 10.3 10.3 - 104 199 34.8 59/60 1275 22.7.15

CX-5 5dr hatch ★★★★★★

2.2 Sport Nav 126 9.4 28.0 9.1 9.7 2.3 148 280 34.9 24/55 1575 13.6.12

MCLAREN

650S 2dr coupé/roadster ★★★★★★

3.8 V8 Spider 204 3.2 6.3 2.2 5.9 2.5 641 500 35.4 18/24 1468 30.7.13

P1 2dr coupé ★★★★★★

P1 217 2.8 5.2 2.2 6.0 2.3 903 664 36.0 19/6/- - 7.5.14

MERCEDES-AMG

C63 4dr saloon ★★★★★★

C63 155 4.4 9.7 3.4 7.5 2.7 469 479 38.1 19/25 1715 3.6.15

GT 2dr coupé ★★★★★★

S 193 3.6 7.8 2.8 5.5 2.5 503 479 34.7 20/29 1715 29.7.15

MERCEDES-BENZ

A-CLASS 5dr hatch ★★★★★★

A200 CDI Sport 130 8.9 28.3 9.0 10.1 2.5 134 221 37.1 48/58 1475 7.11.12

A45 AMG 168 4.2 11.5 4.3 4.5 2.8 355 322 38.1 27/37 1555 14.8.13

B-CLASS 5dr MPV ★★★★★★

B200 CDI Sport 130 9.4 28.8 9.6 11.9 2.7 134 221 37.8 20/52 1495 29.2.12

C-CLASS 4dr ★★★★★★

C63 AMG Black 186 4.0 9.2 3.3 7.5 2.66 510 457 37.2 15/25 1775 5.9.12

NEW C-CLASS 4dr ★★★★★★

C220 Bluetec 145 8.1 22.9 8.1 11.7 2.8 168 295 42.4 41/51 1700 23.7.14

CLA 4dr coupé ★★★★★★

220 CDI Sport 143 8.3 23.1 8.0 4.8 2.9 168 258 37.3 44/54 1525 26.6.13

SLK 2dr cc ★★★★★★

SLK 200 149 7.5 18.9 7.0 9.9 2.8 181 184 31.3 30/41 1485 27.7.11

E-CLASS 4dr saloon/5dr estate/2dr convertible ★★★★★★

E250 CDI auto 149 7.7 20.3 7.4 *4.4 2.9 201 367 34.8 36/42 1780 24.6.09

E350 CDI estate/149 6.9 19.2 6.9 *4.0 2.9 228 398 38.9 29/36 1995 17.2.10

E250 CGI cab 155 7.4 19.6 7.5 4.5 2.4 201 229 30.0 26/36 1745 14.4.10

CLS 4dr coupé/5dr estate ★★★★★★

350 BlueEff. 155 6.5 16.0 5.7 *3.3 2.5 302 273 37.6 29/38 1775 13.4.11

350 CDI S Brake 155 7.0 18.5 6.4 *3.8 2.9 261 457 39.6 36/43 1980 9.1.13

S-CLASS 4dr saloon/2dr coupé ★★★★★★

S350 Bluetec 155 7.3 19.0 6.8 *3.9 2.7 255 457 45.6 34/44 1975 16.10.13

S63 AMG coupé 155 4.5 9.6 3.4 6.8 2.7 577 664 42.8 22/25 2070 3.12.14

GLA 5dr 4x4 ★★★★★★

220 CDI SE 134 8.1 23.8 7.8 4.7 2.65 168 258 36.4 40/48 1535 14.5.14

ML 4dr SUV ★★★★★★

ML 250 130 8.8 28.4 9.3 11.0 2.9 201 368 36.2 38/41 2310 2.5.12

GL 5dr 4x4 ★★★★★★

GL350 AMG Spt 137 8.3 24.8 8.2 5.0* 2.6 255 457 37.7 28/33 2455 24.7.13

SL 2dr convertible ★★★★★★

SL500 155 4.3 9.9 3.6 6.5 2.7 429 516 39.6 10/24 1815 8.8.12

SL63 AMG 155 4.6 10.4 3.8 8.7 2.5 518 465 34.3 17/21 2001 7.5.08

SL65 Black 200 4.2 8.5 3.0 6.0 2.5 661 737 37.4 16/22 1880 8.4.09

MG

3.5dr hatch ★★★★★★

1.5 3Form Spt 108 11.4 41.5 11.6 19.6 2.8 105 101 22.2 37/41 1150 25.12.13

6.5dr hatch ★★★★★★

1.8 T 120 8.8 25.8 9.2 11 2.8 158 159 28 29/37 1525 11.5.11

MINI

MINI 3dr hatch ★★★★★★

Cooper S 146 6.9 17.1 5.9 6.7 2.5 189 221 26.4 35/54 1235 2.4.14

JCW GP 150 6.6 14.9 5.2 5.6 2.4 215 192 23.6 34/45 1160 20.2.13

COUNTRYMAN 5dr hatch ★★★★★★

Cooper D All4 115 11.1 - 11.5 16.1 2.6 110 199 34.8 39/43 1475 29.9.10

COUPE 2dr coupé ★★★★★★

JCW 149 7.2 17.0 6.0 6.0 2.8 208 207 23.9 33/46 1230 26.10.11

ROADSTER 2dr convertible ★★★★★★

Cooper S 141 8.1 19.9 7.3 8.0 2.5 182 177 23.7 33/45 1260 9.5.12

MITSUBISHI

ASX 5dr hatch ★★★★★★

1.8 DiD 3 124 10.0 28.8 10.1 8.6 2.8 148 221 29.6 49/57 1490 21.7.10

OUTLANDER 5dr 4x4 ★★★★★★

2.2 DiD GX5 118 10.2 32.9 10.1 11.1 3.07 147 265 34.7 38/45 1675 27.3.13

PHEV GX4hs 106 10.0 30.5 9.5 6.2 3.0 200 245 - 44/38 1810 16.4.14

MORGAN

PLUS 8 2dr convertible ★★★★★★

4.8 V8 - 4.9 11.1 4.0 8.3 3.2 390 370 36.0 24/32 1230 22.8.12

3 WHEELER 2dr convertible ★★★★★★

3 Wheeler 115 8.0 29.9 7.7 5.1 3.56 80 103 21.3 30/- 520 6.6.12

NISSAN

MICRA 5dr hatch ★★★★★☆

1.2 Tekna 105 11.6 - 12.3 18.7 3.0 79 81 22.6 45/53 1002 19.1.11

NOTE 5dr hatch ★★★★★☆

1.2 Acenta Prm 106 12.6 - 13.4 20.3 2.9 79 81 21.8 42/54 1036 9.10.13

PULSAR 5dr hatch ★★★★★☆

1.5 dCi n-tec 118 10.9 35.5 10.8 13.1 2.9 108 192 35.7 50/57 1307 12.11.14

JUKE 5dr hatch ★★★★★★

Acenta 1.6 111 10.3 41.6 9.9 12.7 3.0 115 117 19.5 36/46 1230 3.11.10

Nismo 1.6 134 6.9 17.2 6.0 7.2 2.5 197 184 23.8 31/39 1295 22.5.13

Nismo RS 137 7.5 18.7 6.0 9.0 3.2 215 207 23.9 34/35 1341 11.13.15

LEAF 5dr hatch ★★★★★★

Leaf 91 10.9 - 11.4 7.3 2.8 107 207 8.76 320Wh/m 1545 27.4.11

QASHQAI 5dr hatch ★★★★★★

1.5 dCi 2WD 113 10.8 39.2 11.1 12.9 2.9 109 192 35.0 49/56 1365 19.2.14

X-TRAIL 5dr hatch ★★★★★★

1.6 dCi 2WD 117 11.2 39.7 11.7 11.2 3.0 128 236 32.8 42/48 1550 13.8.14

370Z 2dr coupé ★★★★★★

370Z 155 5.4 12.8 4.7 9.9 2.4 326 270 30.5 26/34 1508 29.7.09

GT-R 2dr coupé ★★★★★★

Black Edition 193 3.8 8.5 3.6 5.3 2.5 478 434 28.1 19/28 1775 6.5.09

NOBLE

M600 2dr coupé ★★★★★★

M600 225 3.5 6.8 2.5 4.7 2.45 650 604 29.9 18/25 1305 14.10.09

PEUGEOT

208 3/5dr hatch ★★★★★★

1.2 VTI Active 109 14.2 - 14.5 9.1 2.9 81 87 21.2 41/45 1080 18.7.12

GTi 30th 143 6.5 16.1 5.8 6.7 2.9 205 221 25.6 41/42 1160 11.2.15

308 3/5dr hatch ★★★★★★

1.6 e-HDi 115 118 10.1 32.6 10.4 13.9 3.0 114 199 38.5 48/59 1395 15.1.14

508 SW estate ★★★★★★

2.0 HDi 163 138 9.6 28.6 9.7 5.8 2.57 161 255 32.3 32/46 1680 25.5.11

2008 Mini SUV ★★★★★★

1.6 e-HDi 117 10.7 37.8 11.5 11.8 3.2 114 199 32.7 49/59 1180 19.6.13

3008 5dr hatch ★★★★★★

Sport HDi 150 121 9.4 29.1 9.1 9.5 2.1 148 251 32.2 44/50 1580 11.11.09

Hybrid4 118 9.0 31.6 8.6 8.6 2.6 161+362/21+14832.7/41/49 1790 25.1.12

5008 5dr MPV ★★★★★★

1.6 HDi 110 114 13.0 22.0 13.2 9.8 3.1 107 192 28.1 20/48 1547 27.1.10

RCZ 3dr coupé ★★★★★★

R THP 270 155 6.8 15.3 5.5 5.8 3.0 266 243 24.2 36/44 1355 12.2.14

PORSCHE

BOXSTER 2dr convertible ★★★★★★

S 4.3 172 4.7 11.4 4.2 14.2 2.9 311 266 40.3 25/32 1420 27.6.12

CAYMAN 3dr coupé ★★★★★★

2.7 165 5.9 13.6 5.1 8.2 2.7 271 214 23.9 29/34 1385 24.4.13

GT4 183 4.6 10.0 3.5 6.0 2.5 380 310 25.5 28/- 1340 23.9.15

911 2dr coupé ★★★★★★

Carrera 180 4.8 10.8 3.8 11.7 2.3 345 288 32.8 21/35 1445 7.3.12

Targa 182 4.3 9.8 3.6 15.0 2.4 394 325 37.9 21/29 1578 18.6.14

Turbo S 197 3.0 7.1 2.6 6.8 2.6 552 553 37.9 20/31 1605 8.1.14

GT3 RS 193 3.4 7.8 2.8 6.9 2.4 493 339 24.2 20/28 1495 19.8.15

918 SPYDER 2dr coupé ★★★★★★

4.6 V8 214 2.6 5.3 1.9 2.2 2.3 874 944 41.2 28/44 1740 22.10.14

PANAMERA 5dr hatch ★★★★★★

4.8 Turbo 188 4.0 9.2 3.4 13.5 2.5 493 567 45.0 20/28 2045 20.9.09

MACAN 5dr 4x4 ★★★★★★

Turbo 165 4.7 11.8 4.3 7.9 2.4 394 406 35.7 22/31 2000 4.6.14

RADICAL

SR3 SL 2dr ★★★★★★

SR3 SL 161 3.4 8.4 3.7 4.8 2.7 245 265 24.9 14/- 765 30.11.11

RENAULT

TWINGO 5dr hatch ★★★★★★

Dynamique 94 17.6 - 19.1 29.4 2.9 69 67 20.8 42/52 865 29.10.14

ZOE 5dr hatch ★★★★★★

Dynamique 84 12.3 - 13.9 9.1 2.9 87 162 7.8 250Wh/m 1468 31.7.13

CLIO 5dr hatch ★★★★★★

0.9 TCE 113 13.4 - 13.9 19.1 2.8 89 100 23.8 38/47 1009 6.3.13

RS 200 Turbo 143 7.4 20.9 6.9 11.8 2.8 197 177 22.8 32/32 1204 23.10.13

MEGANE 3/5dr hatch ★★★★★★

250 Cup 156 6.0 13.7 4.9 6.6 2.7 247 251 28.4 28/34 1320 13.1.10

275 Trophy-R 158 6.4 14.0 5.0 6.4 3.1 271 266 27 26/33 1297 5.11.14

SCENIC 5dr MPV ★★★★★★

Grand L Tce 121 11.0 34.8 10.4 9.2 2.3 129 140 22.1 28/36 1457 16.9.09

KADJAR 5dr hatch ★★★★★★

1.5dCi D'que S Nv 113 14.5 - 14.6 17.2 2.3 108 192 35.0 52/69 1380 21.10.15

ROLLS-ROYCE

PHANTOM 4dr saloon ★★★★★★

Phantom 149 6.0 14.7 5.3 *3.0 2.7 453 531 38.7 8/17 2485 2.4.03

2dr Coupé 155 6.1 15.5 5.9 *3.4 2.9 453 531 38.7 7/18 2495 27.8.08

GHOST 4dr saloon ★★★★★★

Ghost 155 4.9 10.6 3.9 *2.3 2.6 563 575 46.0 18/23 2450 7.7.10

WRAITH 2dr coupé ★★★★★★

Wraith 155 4.6 10.0 4.5 *2.1 2.9 624 590 45.9 15/27 2435 21.5.14

SEAT

IBIZA 3/5dr hatch ★★★★★★

Cupra 1.4 TSI 140 7.0 19.6 6.3 *3.6 2.4 178 184 21.3 31/40 1172 21.10.09

LEON 3/5dr hatch ★★★★★★

SC 2.0 TDi FR 142 8.0 22.1 7.5 9.6 2.9 181 280 35.6 47/54 1350 4.9.13

Alhambra SC 280 155 5.9 13.6 4.4 7.1 2.7 276 258 27.2 28/36 1441 26.3.14

CUPRA 5dr MPV ★★★★★★

2.0 TDi 170 DSGi27 10.5 38.3 11.2 *3.0 3.0 168 258 30.5 35/40 1935 1.12.10

SMART

FORTWO 3dr hatch ★★★★★★

Prime 96 11.2 - 11.4 12.3 3.2 89 97 22.8 32 -/ 880 4.3.15

SKODA

FABIA 5dr hatch ★★★★★★

1.2 TSI 90 SE-L 113 12.6 46 12.5 15.0 3.4 89 118 26.1 45/49 1109 21.1.15

OCTAVIA 4dr saloon/5dr estate ★★★★★★

1.6 TDI SE 121 11.6 43.0 12.5 13.6 2.7 104 184 32.3 46/56 1230 10.4.13

RAPID 4dr saloon ★★★★★★

1.2 TSI 114 11.3 45.5 11.5 14.2 2.9 84 118 26.1 40/47 1175 5.12.12

SUPERB 5dr hatch/estate ★★★★★★

2.0 TDI SE 135 8.8 24.9 8.2 11.2 2.8 148 251 37.2 47/54 1505 9.9.15

YETI 5dr SUV ★★★★★☆

2.0 TDI 140 119 10.7 39.1 11.2 12.3 2.7 138 236 34.5 36/46 1545 7.10.09

SUBARU

XV 5dr hatch ★★★★★☆

2.0D SE 120 8.9 29.1 9.5 10.1 2.7 145 258 34.7 39/51 1465 21.3.12

FORESTER 3/5dr hatch ★★★★★★

2.0D XC 118 9.9 36.5 10.5 11.0 2.9 145 258 33.0 41/49 1540 5.6.13

WRX 4dr saloon ★★★★★★

STi Type UK 159 5.4 13.3 5.1 9.4 2.8 296 300 27.6 23/31 1534 25.6.14

SUZUKI

SWIFT 3/5dr hatch ★★★★★★

1.2 SZ4 103 11.6 37.2 11.1 18.7 3.0 93 87 21.5 43/47 1010 15.9.12

CCELERIO 5dr hatch ★★★★★★

1.0 SZ4 96 12.9 - 14.3 25.0 3.0 67 66 22.4 54/57 835 25.3.15

SK4-S-CROSS 5dr hatch ★★★★★★

1.6 DDIS SZ4 111 10.0 32.6 10.1 8.9 2.57 118 236 35.1 57/67 1290 30.10.13

VITARA 5dr hatch ★★★★★★

1.6 SZ5 112 9.5 29.8 9.5 15.5 - 118 115 24.3 49/47 1075 29.4.15

TESLA

MODEL S 5dr hatch ★★★★★★

Performance 130 4.7 11.7 3.7 2.2 2.7 416 443 8.7 411Wh/m 2108 11.9.13

TOYOTA

AYGO 5dr hatchback ★★★★★★

1.0 VVTi 99 13.9 - 15.2 24.1 3.0 68 70 22.5 49/63 900 27.7.14

YARIS 5dr hatchback ★★★★★★

1.33 TR 114 11.5 43.6 10.9 19.6 2.9 98 92 23.7 42/51 1065 28.9.11

VERSO-S 5dr hatchback ★★★★★★

1.3 T Spirit 106 12.1 38.5 11.7 19.2 2.9 98 92 21.7 39/48 1125 9.3.11

GT86 3dr coupé ★★★★★★

2.0 manual 140 7.4 18.8 6.8 10.6 2.6 197 151 23.5 30/45 1235 4.7.12

AURIS 3dr hatch ★★★★★★

1.6 T Spirit 117 9.9 30.7 9.4 13.4 2.7 122 116 20.0 30/37 1275 17.1.07

PRIUS 5dr hatch ★★★★★★

T Spirit 112 10.9 35.0 10.9 *6.6 2.9 98+80 105+153 - 48/56 1415 8.7.09

LAND CRUISER V8 5dr 4x4 ★★★★★★

4.5D-4D 130 8.6 27.5 9.1 *5.4 3.0 282 479 40.3 18/20 2880 30.1.08

VAUXHALL

ADAM 5dr hatch ★★★★★★

1.2 JamcoFLEX 103 14.3 - 15.3 20.8 2.8 68 85 21.8 39/45 1086 6.2.13

VIVA 5dr hatch ★★★★★★

1.0 SE A/C 106 13.0 - 14.1 19.0 - 74 70 20.3 49/55 938 15.7.15

CORSA 3/5dr ★★★★★★

1.4 T SRi V-Line 115 11.7 45.1 12.1 15.3 2.9 99 148 34.8 37/42 1176 19.11.14

VXR 143 7.2 18.3 6.4 7.8 2.4 202 181 23.8 29/34 1280 6.5.15

MERIVA 5dr MPV ★★★★★★

1.4T 140 SE 122 9.4 28.3 8.7 13.1 2.6 138 148 25.5 31/37 1465 2.6.10

ASTRA 5dr hatch ★★★★★★

1.6 CDTi 136 SRi 127 8.8 25.7 8.8 8.6 2.6 134 236 33.4 55/58 1350 30.9.15

INSIGNIA 5dr hatch/estate ★★★★★★

2.0 CDTi 160 135 9.1 25.3 8.4 10.3 2.7 158 258 36.1 19/44 1655 19.11.08

ZAFIRA TOURER 5dr ★★★★★★

2.0 CDTi 165 129 10.4 36.8 10.2 14.3 3.2 163 258 37.7 38/46 1805 15.2.12

MOKKA Mini SUV ★★★★★★

1.4T 118 10.0 30.6 9.4 13.7 3.0 138 148 26.1 32/40 1350 28.11.12

VXR8 4dr saloon ★★★★★★

GTS 155 4.8 10.2 3.7 7.4 2.5 577 546 34.9 18/25 1882 30.4.14

VOLKSWAGEN

UP 3dr hatch ★★★★★★

1.0 High Up 106 13.8 - 14.7 18.6 2.8 74 70 20.5 44/59 945 7.12.11

POLO 3/5dr hatch ★★★★★★

1.2 70PS SE 103 14.2 - 15.4 23 2.9 69 83 22.8 41/51 1075 23.9.09

1.4 TSI Bluetec 130 7.5 22.2 7.1 8.0 2.9 138 184 28.1 40/49 1212 13.2.13

GOLF 3/5dr hatch ★★★★★★

GTi Perf. DSG 155 6.5 16.4 5.9 8.9 2.8 227 258 34.4 32/38 1402 10.7.13

2.0 TDi 134 9.6 27.6 8.6 11.7 2.9 148 236 37.4 44/56 1390 16.1.13

R 155 4.8 12.0 4.3 6.5 2.9 296 280 27.1 34/29 1495 9.4.14

e-Golf 87 10.5 - 11.0 7.0 2.7 113 199 7.6 244Wh/mi 585 10.9.14

GTE 138 7.7 18.2 6.1 7.7 2.5 201 258 7.6 44/45 1599 20.5.15

SCIROCCO 2dr coupé ★★★★★★

2.0 TSI GT 144 6.7 17.0 6.1 7.9 2.7 197 207 20.6 29/39 1390 10.9.08

2.0 TSiR 155 6.5 13.7 4.9 5.9 2.7 261 258 26.3 28/34 1400 24.2.10

PASSAT 4dr saloon/5dr estate ★★★★★★

2.0 TDi 190 GT 144 8.7 23.6 8.1 13.1 3.2 187 295 37.9 45/52 1614 4.2.15

TIGUAN 5dr 4x4 ★★★★★★

2.0 TDi Sport 115 10.3 37.5 10.9 9.9 2.9 138 236 30.0 31/39 1755 28.11.07

TOUAREG 5dr 4x4 ★★★★★★

3.0 V6 TDi SE 135 6.9 19.8 6.8 *3.9 2.7 236 406 38.5 32/37 2155 1.9.10

VOLVO

V40 4dr hatch ★★★★★★

D3 SE Lux 130 8.9 26.6 8.7 10.2 2.8 148 258 36.5 46/52 1545 15.8.12

S60 4dr saloon ★★★★★★

D4 SE Nav 143 7.6 20.4 6.9 9.2 3.0 179 295 39.4 46/59 1580 5.3.14

V60 5dr estate ★★★★★★

D5 SE Lux 143 8.1 21.0 7.1 8.2 2.7 202 310 39.2 32/48 1700 8.12.10

Plug-in Hybrid 134 6.1 17.2 5.5 3.2 2.6 279 382 34.3 44/49 1955 1.5.13

Polestar 155 5.3 13.1 4.6 9.0 2.6 345 369 34.8 26/32 1834 15.10.14

V70 5dr estate ★★★★★★

2.4 D5 138 8.9 24.1 8.2 9.8 2.8 182 295 35.6 32/39 1835 22.8.07

XC60 5dr 4x4 ★★★★★★

D5 SE Lux 118 9.5 30.5 9.5 *5.8 2.9 182 295 33.6 17/36 1930 26.11.08

XC90 5dr 4x4 ★★★★★★

D5 Momentum 137 8.3 23.9 8.3 *5.0 - 222 347 33.6 37/39 2009 17.6.15

WESTFIELD

SPORT TURBO 3dr hatch ★★★★★★

ST3 UK200 142 4.6 12.6 6.9 4.7 3.1 201 185 22.7 25/- 650 3.10.12

ZENOS

E10 0dr open ★★★★★★

S 140 4.3 11.2 4.1 5.3 2.9 250 295 33.9 21/23 725 7.10.15

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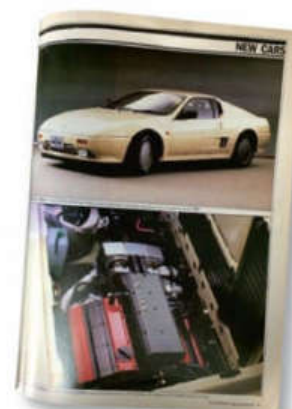


MATT BURT

Rear View Mirror: tales from our archive

Nissan's aborted Lotus beater

23 October 1985



The popularity of the front-engined, rear-wheel-drive 300ZX in the 1980s encouraged Nissan to contemplate another model that could sit at the very top of its sports car range. First revealed at the 1985 Frankfurt show, the MID4 was a mid-engined coupé that bristled with technology, and Autocar correspondent Jack Yamaguchi was invited to drive it at Nissan's Oppama test track. The car was said to be "close to the production version, which will go on sale around autumn 1986".

Nissan expected the MID4 to cost around £25,000 in the UK, "which would put it firmly in the Lotus Esprit Turbo bracket".

The coupé measured 4150mm long, 1770mm wide and 1190mm high and sat on a 2430mm wheelbase. The car was said to weigh 1232kg with fluids but without occupants or luggage. "There's not much room for the latter in a smallish boot anyway," said Yamaguchi.

Power came from a 2960cc, quad-cam, 24-valve version of the 300ZX's V6, producing 230bhp and 206lb ft. The engine drove all four wheels via a single-plate, diaphragm-spring clutch and Nissan's own five-speed transaxle. The complete power unit was mounted transversely behind the cockpit.

'The car is not viceless. A mid-corner lift produces some curious behaviour, notably a pronounced and sudden tuck-in'

Suspension was by front MacPherson struts and a modified 'Chapman strut' system at the rear. The MID4 also used HICAS, a form of four-wheel steering, to steer the rear wheels in the same direction as the fronts to add to high-speed manoeuvring stability in fast corners or sudden lane changes.

The dampers had soft, medium and firm settings, selectable via a switch on the centre console in the cabin.

"You couldn't expect a family saloon-like clutch in a sports car," wrote Yamaguchi, "but it didn't take the Herculean efforts required by certain Italian exotics, and its take-up was smooth and progressive."

"The fuel-injected V6 is the most delightful part of the car, pulling

strongly in the lower speed ranges – a product of the elaborate valve timing and induction characteristics control – but also clean and willing all the way up to the 7000rpm limit.

"Top speed is 155mph, and the MID4 is completely stable at the speeds that can be achieved on Oppama's short straights. More remarkable is its ability to go serenely through violent direction changes, where the four-wheel steering really does work."

"The car is not viceless, however; a mid-corner lift produces some curious behaviour, notably a more pronounced and rather sudden tuck-in. And as in so many early four-wheel-drive efforts, the MID4 understeers a lot on full power."

"The car's ride is supple, if firm, and perfectly acceptable for commuting. Given usual Japanese quality, the MID4 may be the enthusiast's dream come true, if its styling could be updated," concluded Autocar's correspondent.

Although a more evolved concept, the MID4 II, appeared at the Tokyo show in 1987, Nissan struggled to make a business case for the car stack up. Its lasting legacy is that some of the technology, such as the four-wheel drive and steer systems, eventually filtered down to the brand's production cars.

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*At the end of the agreement there are three options: i) own the vehicle: pay the optional final payment; ii) return the vehicle: subject to fair wear and tear, charges may apply; or iii) replace: part exchange the vehicle.

Available on Solutions Personal Contract Plan. 18s and over. Subject to availability. Finance subject to status. Terms and conditions apply. Excess mileage charges of up to 7.2p per mile apply. Offer available when ordered by 31st December 2015 from participating Dealers. Offers are not available in conjunction with any other offer and may be varied or withdrawn at any time. Accurate at time of publication (10/2015). Freepost SEAT Finance. Model shown is a SEAT Leon SDR SE 1.2TSI 110PS.

Official fuel consumption for the SEAT Leon in mpg (litres per 100km); urban 32.1 (8.8) – 72.4 (3.9); extra-urban 51.4 (5.5) – 88.3 (3.2); combined 42.2 (6.7) – 83.1 (3.4). CO₂ emissions 156 – 89 g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results.